

THE Hongkong Weekly Press AND China Oberland Trade Report.

VOL. LX.]

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BIRTHS.

On 11th November, at Shanghai, the wife of DUNCAN GLASS, of a son.

On 15th November, at Shanghai, the wife of S. TH. VON GOES, of a daughter.

On 18th November, at Shanghai, the wife of WALTER ENGLAND WILSON, of a daughter.

On 22nd November, at Shamoon, Canton, the wife of EMIL HUG, of a son.

On 22nd November, at Rocklands, 7, Robinson Road, the wife of ARTHUR W. OUTERBRIDGE, of a daughter.

At Glasgow, the wife of W. F. S. TAYLOR, of a son. (by cable).

MARRIAGES.

On 11th November, at Shanghai, ARTHUR JOHN KENT, to FLORENCE INTER.

On 24th November, at St John's Cathedal, Hongkong, by the Rev. H. T. Johnson, M.A., JOE, eldest son of WILLIAM FROST, of Manchester, to BERTHA, eldest daughter of RICHARD GLAZIER, A.E.I., B.A., A.R.C.A., of Manchester.

DEATH.

On 15th November, at Shanghai, ALEXANDER ALLAN, Chemist, aged 39 years.

Hongkong Weekly Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAIIS.

The English Mail of the 21st ultimo arrived per the s.s. *Nubia*, on the 19th instant; and the German Mail of the 25th ultimo arrived, per the s.s. *Prinz Eitel Friedrich*, on the 23rd inst.

EPITOME OF THE WEEK.

Specifications for a fine new Hotel at Kowloon are published.

Japanese forged dollar notes are still circulating in Hongkong.

New South Wales has sent a Commercial Agent to Shanghai.

A newly imported pointer dog fetched Tls. 280 at a Shanghai auction.

Fires are becoming frequent in Hongkong, as the New Year approaches.

The Hongkong Police opened a recreation club of their own at Happy Valley on the 26th instant.

Peking is said to be full of placards, hostile not only to the foreigners, but to the "Tartar" government as well.

The four unfortunate Corean "physicians" who attended the Crown Princess in her fatal illness are now in prison.

The s.s. *Allanton*, released by the Russian Prize Court, arrived at Muroran, Hokkaido, Japan, on the 15th instant.

A "building boom" is reported at the city of Ichoufu. Land is at a high figure. Foreign-style buildings are going up.

Mr. J. C. E. Douglas, a British magistrate at Shanghai, is reported to have broken his collar bone by falling from his pony.

The German gunboat *Iltis* went aground at the North-East Crossing beyond Kiukiang on the 18th instant. She got off safely.

Messrs S. C. Farnham, Boyd, & Co. undertook the work of salving the sunken mail tender *Whangpoo*, in the river at Shanghai.

The Canton Regatta on the 25th and 26th instant passed off very well. The Hongkong crack rowers were unable to beat the local men.

The American Consul at Shanghai has called upon the Taotai to punish the editor of a vernacular newspaper which has been defaming foreigners.

The Supreme Court record includes an interesting judgment relating to rickshaw accidents; and the Chief Justice's definition of contraband.

The Chinese Government has informed the American Minister, Mr. Conger, that it has decided to cancel the concession to the American Company for the Canton-Hankow railway.

His Excellency Chou-fu has advised the Chinese Government to employ more British for financial and Japanese for military reforms. The compliment is almost a double-edged one.

A gang of six armed robbers in the heart of the city caused some commotion on the 22nd November. Two of them were captured.

An interview with the inventor of the ball-bearing rifled gun, Captain O. C. Cullen, appears in this issue. He was in Hongkong trying to get some guns run through to Port Arthur.

It is again announced that H. E. Edwin H. Conger, American Minister to China, resigns and will be succeeded by the Hon. W. W. Rockhill, director of the Bureau of American Republics.

The dividend of eighteen per cent to shareholders and of fifteen per cent bonds to contributors, to be paid by the China Traders' Insurance Co., Ltd. next week is regarded as satisfactory.

A story from Shanghai which will probably have reached Home before this, of a Chinese patriot attempting to assassinate a traitor to his country, needs to be taken with reserve. The man is a mere poseur.

Particulars were given in an advertisement by the Imperial Maritime's Coast Inspector of the new light on Button Rock near Shanghai, which was exhibited for the first time at sunset on the 14th November.

A farmer from the vicinity of Tin-po-tsai was attacked by a tiger last week. A resident Chinese doctor dressed his severely lacerated shoulder, and sent him in to the Government Civil Hospital for treatment.

The latest bit of Chinese sharp practice was that of two men who went round professing to examine water fittings. Many householders were put to the expense of replacing brass taps before the rascals were caught.

His Excellency the Governor presented a number of certificates won by students at the Sanitary Institute. He pointed out how important were the duties of sanitary engineers and inspectors in a place like Hongkong.

The new electric trams are now responsible for numerous accidents, and more than one fatality. The Chinese who get in the way are stupid, but so also are the Chinese drivers. The service as yet is by no means all that could be desired.

The Green Island Cement Co., large as its output is, has found its present plant inadequate to the demands made upon it. The shareholders have agreed to a fresh issue of stock, increasing the capital by fifty per cent, in order to instal a fresh plant.

The Hongkong A.D.C. staged the comedy-opera "Dorothy" on November 20th, with considerable success. For the mounting of the piece no expense had been spared. Interest in the production fell off after two or three performances, however, the Hongkong public apparently wanting a rest from comic opera. The cast is so strong that some more exciting piece might well be attempted. The last performance was given on the 28th instant.

REGISTRATION OF CHINESE PARTNERSHIPS.

(*Daily Press*, 19th November.)

The Penang Chamber of Commerce is practically unanimous on the question of the compulsory registration of Chinese partnerships. The members are as much in favour of it as SIR WILLIAM GOODMAN expressed himself and brother judges to be at the beginning of July this year. The wheels of legislation at Hongkong of necessity revolve slowly, but we trust that our Legislative Council will not be behind that of Penang in taking effective steps to suppress the troubles so long complained of. The Official Assignee at Singapore has long been persuaded of the necessity of such registration. Only last year, in a report touching every phase of the question, he pointed out how "at present it often happens that the managing partner absconds and the firm's books are not forthcoming; in any case the firm's books are not by themselves sufficient to prove partnership, and in Teowchew accounts usually, in Cantonese accounts very often, the partners are entered under fancy names or designations, and in the accounts of all branches of the Chinese the partner if mentioned by a true name is not mentioned by that name by which he is generally known." And five months ago, Sir WILLIAM GOODMAN explained "that among the Chinese of means there are many who wish to limit their liability to the amount of their share in the business. They dislike being liable for unknown amounts resulting from the contracts which the managing partner may enter into on behalf of the hong, and as, under British law, all partners are liable for the debts of the firm, when they wish to evade this obligation they take care that their names shall not openly appear as partners, even in cases where their friends know that they are *really* partners having shares in the business, and on that ground are more ready to give credit to the firm. In case the firm should become insolvent, such persons probably honestly believe that they have discharged all the obligations imposed by integrity and commercial morality if the share they have contributed goes towards meeting the liabilities of the firm. They feel practically secure against further liability because of the great difficulty of proving them legally to be partners. Such is the view I entertain from the experience I have gained in this Colony from the numerous cases of disputed partnership which have come before myself and other judges in the courts of law." This is obviously a most good-natured view to take of the disappearing partner's line of business; but however much we may sympathise with his natural disinclination to risk unlimited liability, the Chinese investor, enjoying the profits of a lucrative business, is legally and morally bound to face the other possibility when the contra account supervenes. Evasion of that liability is dishonest, whether the Chinaman thinks so or not; and no point of view that decides otherwise has any right to consideration. The one dissentient at Penang, a Mr. A. HUTTENBACH, did not argue this point, of course. He was against the proposal simply because he thought compulsory registration would be ineffectual to secure the rights of creditors. He argued somewhat plausibly that "to register partnerships and only hold registered partners henceforth liable would not give us more security for outstandings. Consideration would show that it would have the other effect—that it would give less security, because at present if they could show that a

man had been a partner they could hold him responsible. Such would no more be the case and that would lead to greater abuses and greater losses than at present. A partner not registered could then draw out all the money from a firm, and if the firm became bankrupt they could not touch him. They could no more inquire then who was a partner." His further argument, however, that there is no such legislation in Great Britain, may be ruled out at once. It is a much easier matter at Home to identify a partner, and harder to deceive the Official Receiver, than it is in the case of Chinese in Hongkong and the Straits. In Hongkong, particularly, as we pointed out five months ago, it is easy for an absconding debtor to cross over to China by a thirty cent passage on a Canton steamer, and so be able to laugh defiance at any weight of evidence got to prove him partner. The strongest argument affecting us locally was advanced by a Mr. J. ARMSTRONG, who, referring to our evil plight, said "Hongkong is practically the trade port of Canton. It would be impossible to register Chinese partnerships in Hongkong because the heads of their firms are in Canton." This gentleman also disposed of Mr. HUTTENBACH's best point by pointing out that any firm before giving another firm credit, would take into consideration who the registered partners of that firm were, and would base their credit upon the registered partners, not the sleeping partners. Anybody thinking of giving credit on the strength of a reputed partner, unregistered, would recognise the weak nature of the security, and probably refrain. Mr. A. G. STEPHEN, the chairman of the Penang Chamber of Commerce, seems to have considered that our "compradores" system should make a difference. It certainly has not helped in any way to ameliorate the evil, which we suffer, as we have indicated, more than do the Straits ports.

In passing, we may mention that Mr. STEPHEN is reported to have said that "as Mr. HUTTENBACH had not moved any direct negative, he would put the resolution." Does Chamber of Commerce procedure at Penang permit members to move 'direct negatives'?

IN PRAISE OF H. E. CHOU FU.

(*Daily Press*, 21st November.)

Really good and at the same time progressive officials are rare, and when found, should, as Mr. CUTTLE was wont to say, be made a note of. The people of Shantung are feeling sore and sorry at the recent promotion of His Excellency CHOU FU, the Governor of that province, to be Viceroy of the Liangkiang. H. E. CHOU FU has not only made himself beloved by the natives, but he has earned the goodwill of foreigners in Shantung by his friendly demeanour, his progressive tendencies, and his readiness at all times to listen to all reasonable representations. He has also been quite a hospitable Governor, frequently entertaining foreigners, and always exhibiting a fine courtesy, rare in Chinese officials, to those who have had occasion to meet him on business. CHOU has only held the post of Governor of Shantung since 1902, but in that brief period he has, in spite of rather feeble health, shown much energy, and considerable progress has been apparent under his rule. The new Military School, the Provincial College, the Normal School, the Agricultural College, and a new college for the instruction of the sons of expectant officials, have all received attention at his hands, while simultaneously the reformation

of the police force in Chinan-fu, the improvement of its streets, the construction of new roads, on foreign model, the reconstitution of a hospital on the foreign plan, the establishment of a Mint, and other schemes, have all been initiated by this energetic administrator. The advent of the railway, which now unites Chinan-fu with Tsingtao, the German colony on the coast, has also taken place during his term of office in Shantung. His desire for progress has not been a mere love of innovation for the sake of its novelty, but a genuine wish to promote the advancement of the country in a material and an educational sense. Unlike the Viceroy CHANG CHIH-TUNG, His Excellency CHOU FU cares more for the real enlightenment of the people than a simple development in mechanical arts and progress in the art of war. CHOU FU is also less suspicious of and prejudiced against foreigners than CHANG CHIH-TUNG appears to be. His promotion to one of the principal viceroyalties in the Empire is therefore a matter of no little significance. It is indicative alike of confidence in him personally, and approval, by the Throne, of the course he has adopted. Moreover, it is a proof of appreciation of an honesty and capacity rarely found combined in a Chinese official. It is only to be regretted that a man so able and so energetic should be handicapped by infirmities of age and ill health. CHOU FU is now seventy years of age, and must necessarily feel the burden of responsibility of the administration of a province somewhat heavy, and the cares of the Liangkiang cannot fail to be greater than those of Shantung. His experience will, however, if he is assisted by competent and intelligent officials at Nanking, stand him in good stead and enable him to inaugurate improvements and reforms in his new sphere of labour that may prove of even greater importance than those initiated in Shantung. We hope that the example set by this veteran official will prove infectious, and that it will find many imitators. There is room in China for many CHOU FU's. Men of this type will prove infinitely more helpful to progress than a host of brilliant self-seekers like the late LI HUNG-CHANG, or even of the well-meaning but somewhat erratic CHANG CHIH-TUNG. Fortunately for the maintenance of the independence of China, LI HUNG-CHANG has been gathered to his ancestors, and we trust has left no successor to advocate a similar venal and traitorous policy to that enunciated in his letter to YUNG LU. A different school of mandarins now occupy the more prominent positions in the State. With the exception of SHENG, few of them seem to care to tread in the tortuous ways affected by LI HUNG-CHANG. They are less subtle in their intercourse with the Foreign Representatives, perhaps, but we will hope they are less ready to sell their country to the highest bidder. Certainly men like CHANG CHIH-TUNG and CHOU FU are not to be tempted by gold, and not easily to be moved by pressure. It is to be hoped that the coming men will follow in the footsteps of these officials, and not seek to emulate the tactics or accept the specious advice of the former Grand Secretary.

The adjourned case in which the Tramway Company took action against one of their conductors for the embezzlement of two cents came on for hearing before Mr. F. A. Hazelton at the Police Court on Monday. His Worship found the defendant guilty and sentenced him to four months hard labour and six hours stocks. In view of this sentence a number of motormen and tram conductors struck work, and Europeans in the employ of the Company had to run the cars to Causeway Bay last night.

THE POLITICAL ASPECTS OF RELIGION.

(*Daily Press*, 22nd November.)

It is a curious illustration of the difference in the manner in which the more political side of religion is coming to be viewed at the commencement of a new century that two controversies, nominally religious, should in the European countries have deeply exercised peoples with so little else in common as the French and Scotch. Although seemingly distinct, the two questions have yet a good deal in common, in that both are subjects not of doctrine, but of the relations of Church and State, and this it is that renders both subjects of far wider interest than such questions usually excite outside the pale of ordinary doctrinal discussion. Too generally it has perhaps been assumed that the French, or at least the male portion of the inhabitants of France, are irreligious, yet it is perhaps the most wholesome sign of the real progress that France under the Third Republic has made that nowhere has any question of religion entered the present controversy. The French people, awake to the importance of education, have not for some time been satisfied that the rising generation has been receiving a sufficiently practical grounding as compared with their neighbours, and that in consequence the industries of France are suffering in comparison. This has been a subject of complaint, and has been represented as such to the religious corporations who have hitherto been entrusted with the education of the masses. Had those bodies been wise enough to take these complaints into consideration the mass of the population, with the exception of that extreme class whose hatred to religion as such is semi-piternal, were certainly better pleased that their children should be brought up in the tenets of a religion under which France has grown great and respected. Unfortunately, under the impression that there is some occult antagonism between religion and scientific knowledge, the religious orders, mainly inspired from without, refused to listen to these well-founded complaints, and more unfortunately still made them a source of opposition to the rule of the State, so that the difference, from being a mere conflict of opinion, was raised to one of political conflict. In Scotland, on the other hand, where people had had in former centuries well grounded subjects of complaint that the state had endeavoured to interfere with liberty of conscience, a similar grievance had alienated from the State a large section of the more religious, and, undeterred by what at times amounted to persecution, they raised an enormous sum of money to be enabled to celebrate in peace and quietness those rites which conscience would not permit them to offer under State patronage. A portion of the seceders, not wholly satisfied that the repudiation of State interference went far enough, formed a secession from this second body, and drew up a rule forbidding in still stronger language any possible State dependence, whilst at the same time retaining on all doctrinal points a similarity of faith. As time went on the Government practically abandoned all claim to interference in the working of the Established Church, and the great majority of the second secession, seeing no further occasion to protest against a condition of affairs no longer existing, and there being no practical difference of doctrine or tradition, as hard-headed Scotchmen decided to amalgamate and leave out the formula of protestation which formed the only difference between the two. But twenty-four isolated clergymen to whom the protest in

itself was dear, however much it had lost its original reason for existence, held out and claimed the entire property of the church. The claim was disallowed on its merits by the Scottish Courts of Law, but was appealed to the House of Lords as the highest legal authority. It, taking only into consideration the wording of the original bond, was forced to declare the secession illegal, with the curious result that some five hundred congregations, on a question, not of doctrine but of momentary expediency, were adjudged to have no legal position whatever. In fact the church of France and that of Scotland, in the face of the expressed desire of the majority, and on grounds entirely irrespective of faith or doctrine, find themselves left out in the cold. The main lesson to be learnt, even from a merely secular point of view, is the extreme inviolability of seeking by too narrow formulaires to bind futurity irrespective of changing times and changing conditions. In both cases the sympathies of all the world may be said to be enlisted for both sides. The feelings of the House of Lords in giving effect to the narrowest view of the original act on which the United Presbyterian Church of Scotland had formed itself was, it may be safely affirmed, on the side of the losing cause. The sympathies of by far the majority of the French people are probably in favour of the Religious Orders, against which they yet by considerable majorities find themselves compelled to decide. Religion undoubtedly suffers in both cases, but the fault lay with each losing party in seeking to bind its successors in all succeeding ages by formulating the full force of which it was not in a position to foresee.

THE ANGLO-RUSSIAN IMPASSE.

(*Daily Press*, 23rd November.)

In the absence of any special information, of which our Government has of late been remarkably reticent, it is not very easy to understand the drift of recent arrangements with Russia, nor to comprehend what is to be the outcome of Russia's unprovoked outrage in the North Sea. Reasoning from Lord LANSDOWNE's utterances at the Lord Mayor's Banquet on the 9th instant, France has been exerting her influence to bring about some reasonable settlement, and seeing that our Government declined in the first instance, when it had an unchallenged ground for active steps, to carry matters to their legitimate issue, it had logically when statements were put forward by the opposite side which if on investigation proved capable of proof, to submit to have the issue tried by the general practice of nations. It is, however, after so many instances of ill faith having been within the last few months brought home to Russia, not seemly that our Foreign Minister should continue to asseverate his belief in Russia's good intentions; and that before entering into further negotiations he did not insist on some more tangible security than the mere word of the Russian Foreign Office. That the Russian Government did not actually know beforehand Admiral ROZHDESTVENSKY's intentions is of course readily to be believed, but if his action were in contumacy of orders, that is only one reason why such a truculent and incapable officer should have been prevented, if necessary by muzzling, or other methods which even he could not fail to understand, from having the opportunity of committing further outrages. We have no reason whatever to doubt the good faith of France, and quite appreciate the motives which have suggested themselves to her to bring about better relations than have lately

existed between Russia and England. Those strained relations were, it is well to remember, in no way of England's seeking, but were brought about absolutely by Russian bombast and ill faith. Ever since Russia commenced to cast a covetous eye on Manchuria her conduct has been one succession of lying and ill faith; the more despicable that it was entirely gratuitous. With such a nation there is no possibility of entering into alliances which will only bind one and be jeeringly discarded by the other when it suits her purpose, with the insulting remark:—"Fool that you were to trust me!" So much for Lord LANSDOWNE's trust in that *ignis fatuus* of weak-kneed statesmen—a Russian understanding. The ridiculousness—for no other word can so fitly express the situation—is emphasised by the fact that all the while that this silly palaver is going on Russia has been actually flaunting in the face of the British Minister who makes the unseemly proposal her intention of invading India. Here at least she makes no concealment, but actually holds her intention out as a threat when the Ambassador at St. Petersburg has anything more unpleasant than usual to deliver himself of.

At the same time, and herein lies the shamefacedness of the situation, the British Minister has been talking bravely of the rights of neutrals, and thereby impaled himself on the horns of a dilemma. At the time when Russia's comparatively mild outrage in the Red Sea was the only difficulty to face, and when a declaration that the vessels of the Volunteer Fleet which had passed the Dardanelles under the assurance that they were merchant ships cou'd not immediately afterwards, without having entered a Russian port, take on themselves the status of commissioned warships, and would be treated as pirates should they interfere with British commerce, would at once have cleared the atmosphere, and raised no unsettled questions of contraband and neutral rights—at this time we pointed out the unwise of permitting these outside issues to be imported into a very simple affair, where there was no doubt at all attaching. That Russia would in pursuance of her ordinary every-day methods attempt to raise the issue was so certain that the diplomat who advised his Government to parley by the very fact proved his unfitness for the service. We do not hint that the Ambassador or any British Plenipotentiary was fatuous enough to have given any such advice, and the responsibility must be thrown on the head of the Home Government of permitting an already sufficiently complicated position to be still further complicated by the importation of the new discussion on contraband. Russia never having posed as a naval Power, and being always ready to take advantage of any wind, had no traditions of neutral or belligerent rights to either maintain or oppose, and came into the case with an absolutely free hand; not so England, who had inherited a fixed policy of maintaining to the utmost the rights both of belligerents and neutrals. To uphold both these doctrines at the same time would under the best of circumstances be difficult, if not impossible, and had the Minister fully recognised this he would have been careful to confine himself to less eruditè but more practical issues. The effects of this vacillating policy, or better named no-policy, are becoming painfully evident. At the beginning of the war we determined ourselves, and used our influence and strained every nerve to prevent any breach of those well-recognised international rules which forbid a neutral Power to shelter or render any

assistance which could serve either combatant in carrying on the war; our harbours were closed to the warships of either nation beyond four-and-twenty hours, and stores of coal were absolutely forbidden to be delivered to either combatant. Such conditions are of course quite logical, but presently it began to be whispered that other Powers were not quite so particular in their interpretation of the rules of neutrality; and Germany commenced to take very active measures towards supplying one of the belligerents with materials of offence. Then the Russian fleet commenced to overhaul and capture merchant ships for conveying what it considered to be contraband, but which had never been included by any Power hitherto as coming under that character. Mr. BALFOUR's feeble and irresolute policy is unfortunately too well known to need repetition. British ships were captured on the high seas for carrying coals not consigned even to the enemy; and the other nations grinned, and Mr. BALFOUR protested, but protest being the final resort of a weak State it produced no effect but talk. In the end the Russian Baltic fleet, after becoming the talk of the world, finally started, and the world, or the British world at least, confidently said it would never get out of European seas—**BUT IT WENT**:

And what gave rise to no little surprise. Nobody seemed one penny the worse.

Is it necessary to tell the rest of the story? The redoubtable Admiral, who had never quailed before a foe (probably because he had never seen one) was alarmed at the apparition of some British fishing smacks, and like DON QUIXOTE with the windmill determined to attack the enemy; true his tongue for very terror clove to the roof of his mouth, but what was that to a bold Russian Admiral? He shut his eyes to the danger, and shot, trusting doubtless in God, and in his beloved Tsar; under such auspices who could doubt the result? and the first naval victory on record was scored for a Russian fleet. He did not waste his opportunity in needless paens, but very wisely concluding that a British fleet would be at his heels, "made tracks" for the first Spanish port where he could shelter. But the British fleet never appeared, or rather what is more curious still, a British fleet did appear, but it flew, not the cross of St. George, but the merchant flag, and was engaged; not in upholding the honour of the flag, but in supplying coal to enable the Russian fleet to get out to Eastern waters and attack our Allies.

Of course it has been the practice of the British Admiralty not to interfere with British ships assisting at their own risk a belligerent ship, when not engaged in actual hostilities; and the theory is that it could not be a judge in such cases, and that British trade should be protected, not hampered; and it was for the opposing Power to protect its own interests. But it has always been held that there was reasonable discretion to be exercised. In the present case the British Government had made a boast of having concluded a treaty offensive and defensive with Japan under certain eventualities. Now it is not to be denied that that eventuality could never have occurred had not the Russian fleet been able to renew its losses before Port Arthur. In such a case no one would have felt sufficient interest in Russian friendship, or the reverse, to have cared to give her anything stronger than "moral" support, a thing far more prone to hamper than to assist. But the advent of a brand new fleet in Pacific waters, even when under the command of the redoubtable Admiral

ROZHDESTVENSKY, may alter all this, and some nation possessed of a kindred spirit may be moved to join what for the nonce, and on paper, may seem the stronger party. Such things have happened before, and of course may happen again. Such is the by no means creditable impasse into which Mr. BALFOUR's propensity for philosophical argument seems to have plunged the country.

HISTORICAL EVIDENCES.

(*Daily Press*, 24th November.)

PERHAPS it is proper to regard as symptomatic of Hongkong's influence in encouraging the "Europeanisation" of China the fact that a local Chinese gentleman, Mr. TSE TSAN TAI, has written a letter to the *Times*, just as any country gentleman at Home might do. Mr. TSE has done more: he has favoured us with an advance proof of his contribution to the great London journal, and requested us to note that his remarks apply more particularly to the empire of China, because "no Society exists for the purpose of protecting and preserving its ancient monuments and historical relics." Our impression was that the whole Chinese nation was in itself such a Society, and nearly every Chinaman an enthusiastic member thereof. We derived the impression from the incidents that have usually followed efforts to make roads and railways, threatening here a neglected burial mound, or there some other form of geomantic relic of *fung-shui*. However, as Mr. TSE TSAN TAI assures us there is no such Society, we must be prepared to believe that the treasures of antiquity in China are at present running as great a risk as he thinks the relics of Egypt and other occidental fields of antiquarian research are exposed to. In his letter to the *Times*, he denounces the excavations "in Egypt, the Euphrates Valley, Ancient Greece and Italy," as so many "acts of vandalism"; and he appeals to "every Historian, Bibliologist, Archæologist, and Egyptologist" to stop them. He does not explain his position with regard to manes, whether with his evident Western learning he has retained the popular Chinese beliefs in the potency for good or evil of ancestral spirits, or not. With such beliefs, it would be more easy to understand his letter, and to sympathise with the distress these "acts of vandalism" appear to have occasioned. He seems to have based his protest, however, on the one assumption that the relics removed will suffer by removal. "These priceless relics of ancient civilization," he writes, "and incontestable proofs of the history of man and the civilization of the world, will in the course of time, be either burnt, lost, or destroyed. They would then be beyond recovery, and what a loss this would be to the world. Thousands of years hence, History, which is now incontrovertible and proved beyond a doubt, would be regarded as a myth." It is something difficult to reconcile the foregoing quotation with his subsequent remark that "it is a shame to open these ancient sepulchres and distribute their contents amongst the different museums of the world." For if these "incontrovertible proofs of History" are to remain buried underground, the "loss to the world" would not be appreciably reduced. This is, however, not the only inconsistency of this very interesting letter. Mr. TSE TSAN TAI almost immediately forgets that he has written of "these priceless relics," or he surely would not add: "This morbid craving for archæological collections is contrary to the high ideals of civilization, and should be checked before it is too late."

Perhaps he had some notion of this after all, for he proceeds to explain that "in order to add to our knowledge of the Earth and its history, archæological excavations should be encouraged. . . . but the relics which are brought to light should not on any account be removed. They should be treasured in a building to be built on the spot." He anticipates objections to this, and concedes that they may be "temporarily removed to a place of safe keeping. . . . till it is safe to restore them to the place of their origin." This savours strongly of the feeling which is responsible for the return, dead or alive, of the Chinese emigrant; and as other references made by the writer with regard to the work of the archæologists include "desecration," "respect for the graves of dead nations," and "robbery of tombs," we may fairly suppose that his regard is less for education than for superstition; and (it might be added) more concerned with hysteria than History.

CHINESE PEDIGREES.

(*Daily Press*, 25th November.)

The Hon. F. H. MAY, Colonial Secretary, has just recalled an occasion when he was riding in the interior of China, and a Chinaman frightened his pony. In those days (it was, he explains, some years ago) he never allowed an opportunity of punishing a Chinaman to go neglected. He got off his fidgetting pony, and thrashed the Chinaman. After the thrashing he entered into conversation with the man, and they became quite friendly. He went to the Chinaman's house, and when his new friend showed him a small plot of ground which contained the remains of eighteen of his male ancestors, all in the direct line, Mr. MAY conceived a respect for the man. He reflected, so he told the Odd Volumes Society this week, that he himself could not specify nearly so many forefathers. He shook hands with the nineteenth scion, and gave him a dollar. This interesting narrative, which is told nearly in the Colonial Secretary's own words, gives rise to various reflections. It is not easy to decide which most to admire, his humility in deciding that a Chinaman to whom he had just given "a good thrashing" was a better man than himself; or his manly admission that at one time he used to think the Chinese needed thrashing. The most remarkable feature about the little anecdote is, however, the reason Mr. MAY gives for his sudden conversion from a puncher to a respecter of persons. The sight of eighteen tablets, or eighteen urns, or eighteen tombstones, whichever it was, made him conscious of a glaring discrepancy in the matter of tabulated ancestors. The reflection that this recently beaten Chinaman had a longer pedigree than many county gentlemen at Home awoke him to a sense of the heinousness of his behaviour toward the lineal descendant of eighteen Chinamen. Obviously, a man who included in his corporeal make-up the nineteenth continuation of a long buried germ-plasm must be entitled to respect. The Colonial Secretary shook hands with him. When we remember, as Mr. MAY would probably admit if questioned, that Chinaman Number Nineteen was almost an exact reproduction of Chinaman Number One, in all the characteristics of this conservative race, we are made to wonder whether the European had discovered adequate reason for his newer attitude. Lineage at Home is associated in our minds with some apparent development and progress in the scale of civilization. We do not give credit to heredity alone for the superior culture of *VERE DE VERE*.

The advantages of environment secured by the highly developed mating with the highly developed, like seeking like, have to be counted in. Professor WEISMANN's hypothesis of the continuous transmission of characteristics and tendencies via germ-cells does not ignore the influences of natural selection and environment. Mr. MAY had his full complement of ancestors all the time he was bowing before the Chinaman's opulence of progenitors, but unlike the Chinaman, he was not a collector. Fairly compared, we think Mr. MAY had ample reason to continue stiff-necked and upright before this heir to a cemetery, because such an equitable comparison would begin with the earliest parent. Then the point would be, which ancestor was the better man? All we know of the history of the two races goes to show that there the Chinaman could claim a more forward development. In that case, the lion's share of respect should go to the European, for he has gathered more moss, so to speak. He has done more with his few ancestral talents than the Chinaman with his eighteen. In the parable, it was the man with one talent who buried it. The Chinaman had buried eighteen, and was no richer than when he started. However, it is probable that Mr. MAY's respect for the Chinese is based on more than the one hollow qualification he referred to in his little story.

LA LIBERTE.

(*Daily Press*, 25th November.)

Since the commencement of hostilities between Japan and Russia, the circulation of newspapers printed in Chinese characters has been strictly forbidden in the French Colony of Indo-China, thereby causing serious injury to Chinese newspaper interests and a quite natural irritation on the part of the large numbers of Chinese living in the French Colony who had been subscribers to newspapers published in Hong-kong, Canton, and elsewhere. The excuse for such action is that the publication of war news in the Chinese papers—that is, we suppose, such news as the papers have had to chronicle of the unbroken series of disastrous defeats suffered by the Russian army at the hands of Asiatic forces whom they had previously despised—constituted when read by the Annamite population a danger to the peace and security of French interests in the Colony. We think the suppression of this news is likely to be attended with worse results than its publication, for while the French Colonial press is free to publish all the war news it receives, and while letters written in Chinese characters are presumably not detained or destroyed like newspapers at the French Post Offices without notice to the senders, the news of the Russian disasters in the field must find its way to the bazaars and possibly in the narration be unduly magnified. The unrestricted publication of the news in the vernacular press would, we should think, tend to check exaggeration; while the total suppression of these newspapers can only result in weakening the confidence of the people in the administration, and breeding in them a spirit of suspicion and hostility. The suppression of the Chinese press is an overt act of sympathy that the ally of France doubtless appreciates, but that an enlightened, democratic, liberty-loving people like the French should adopt even more drastic methods of censorship than the autocratic, not to say barbarous and brutal Government of Russia, is simply amazing.

BARBAROUS CHINESE PUNISHMENTS.

(*Daily Press*, 28th November.)

Perhaps China gives the most striking proofs of her backwardness and latent savagery in the punishments that still disgrace her statute book. The retention of that essentially barbarous and disgusting punishment for parricides and others, the *ling chih*, is one of these proofs. The *ling chih* is perhaps the most demoralising sentence that exists in any semi-civilised country. It is a recognised punishment, and has degrees of barbarity. As its title implies, it is the slicing process, and the condemned person may, according to sentence or by arrangement with the executioner, be made to suffer torments or be despatched after a few strokes of the knife. But the cutting to pieces has to be effected, and when the operation is over the place of execution is a shambles. We have before us a photograph, in which the ground is littered with the limbs and fragments of the criminal who has undergone his sentence, a ring of deeply interested native spectators formed around the sanguinary spectacle. How demoralising such a scene must prove to Chinese youth is easily imaginable, and it is small marvel that a Chinese mob should be callous to suffering and eager to witness the tortures or gloat over the woes of their fellow creatures. Various tortures are used in all the Courts in China, and prisoners are systematically put to the question under them until they frequently confess to crimes of which they are innocent in order to obtain a cessation of the agonies to which they are subjected.

The above remarks are the outcome of some rather naïve comments by a correspondent of the *N.-C. Daily News*. Writing from Kashung on the 3rd inst. he says:—"China has not yet entirely emerged from barbarism"! In proof of what he seems to consider a somewhat daring assertion, this writer goes on to add:—"If anyone is inclined to doubt this statement his doubts could soon be dispelled by a visit to one of the *yamens* in this city this morning. At the gate you will find a large crowd of people drawn by idle curiosity to see two poor fellows who are being starved and tortured to death in wooden cages." He then describes the punishment as follows:—"The victim stands in the cage, his head protruding through the top, a wooden collar encircling his neck, and bricks being placed beneath his feet. The latter are removed one at a time until his toes barely touch, and he is practically supported by his neck. The hands and feet are chained and locked. No food is supplied to the sufferer, on whom the hot sun pours its burning rays and engenders a horrible thirst. This torture often endures for three days before death gives a merciful release from the vengeance of the law. The correspondent mentions that one of the poor wretches thus treated was a fraticide, the other a mere robber, but doubtless guilty of many crimes, possibly several murders. But however infamous the criminal, the punishment, like that of *ling chih*, is barbarous and demoralising, far more calculated to breed callousness to suffering in the minds of the spectators than to deter from crime. At any rate, it is noticeable that crimes of the kind so punished are not infrequent in China, and human life is held very cheaply by Chinese banditti and criminals.

It is, as the Kashung correspondent ingeniously remarks, quite clear that China

has not entirely emerged from barbarism. There is indeed a monstrous field for reform in the Celestial Empire, and it is to be feared that the process of reform will correspond with the extent of the field. For our part, we have not much faith in such reform being anything but extremely gradual. The Chinese and their institutions are for all practical purposes just as and what they were in the days when our forefathers founded the Factories at Canton, with perhaps one great difference, viz. that Chinese arrogance has been lowered and their appreciation of the power of the "Western barbarian" has been increased by experience. There are some superficial improvements where the two races come most into contact, but in the main the Chinese people remain unaltered and their customs and habits and laws are the same as they were in the days of the Ming Dynasty. It may be, as a Wu-chang correspondent of our Shanghai morning contemporary says, that in some of the new schools, where Western science is being taught and a military training given, the seeds of reform and progress are being sown, to bear fruit later on, and it is possible missionary effort may also have some effect in the future, but we confess to considerable incredulity when told that China will eventually go further than Japan. When sanguine friends of China venture on predictions of this sort, they lose sight of the inherent difference of race, and of the fact that Japan's civilisation was borrowed from China, and hence the greater readiness in the Island Empire to accept a higher civilisation when presented, whereas the national egotism of the Chinese prompts them to reject anything foreign as inferior and contemptible. Real reform in China will, we hold, be a very slow process indeed.

HONGKONG JOTTINGS.

21st November.

This is not the time of year when the public expect water famines, but it has to be recorded that the residents on the level above Robinson Road were without water from Thursday night to Saturday morning, due I suppose to work proceeding somewhere on the mains. In most well-ordered communities the Water Authority, when it contemplates inconveniencing the public in this way, gives a polite intimation to the householders of the date on which their water supply will temporarily cease, so that they are able to make due provision. Perhaps one of the Unofficial Members of the Legislative Council will kindly inquire why this cannot be done in Hongkong. While we have a Sanitary Department spending money lavishly in a laudable effort to obviate epidemics, the Water Authority by want of a little foresight fosters typhoid, for when servants find the water supply cut off they hie with buckets to the streams on the hillside and bring home water for potable and other purposes which to say the least is not as pure as it might be.

Besides, the "powers that be" should have some thought for the morals of the community. When a man gets up in the morning and his Celestial greets him in the bathroom with a finger pointing to an empty tub and the words "No got water" on his lips, an avalanche of words is apt to fall like lava from a volcano, until someone within earshot breaks in, as the Autocrat of the Breakfast Table used to do in like circumstances, and says—"Hush! What will the Divinity Student say?" Verily the P.W.D. have much to answer for.

There is great jubilation in Macao over the confirmation of the railway concession, just as there was in Hongkong when the Chinese Government granted the concession for a line from Kowloon to Canton. Six years have been

opped off the span of my natural life since I first revelled in the prospect of a railway ride from Kowloon to Canton, and I haven't been able to procure my ticket yet. It may be hoped that the Chinese-Portuguese syndicate will not emulate the masterly inactivity of the British and Chinese Corporation. But I "hæ me doots."

The terms of the agreement do not form very attractive reading for prospective Portuguese investors. The Chinese Government is to get 30 per cent. of the profits if they exceed 6 per cent. on the capital after placing 3 per cent. to credit of sinking fund, and at the end of fifty years the property is to be handed over to the Chinese Government without any indemnity to the Company if the capital invested is fully redeemed by the sinking fund; if not the Chinese Government will pay only so much as is necessary to bring the amount of the sinking fund up to amount of the invested capital. One clause precludes the Portuguese Government from interfering with the affairs of the Company under any pretext whatever, while another provides for a final reference of disputes to the Chinese High Authorities and the Minister of Portugal at Peking. It is altogether a curious agreement. Take Clause III. The capital, it is declared will be subscribed in equal proportions by Portuguese and Chinese subjects, and in the administration Chinese and Portuguese shareholders must have equal rights. But Portuguese shareholders are to include "Chinese merchants residing at Macao and Chinese merchants naturalised as foreign subjects."

As Bret Harte said—

For ways that are dark and tricks that are vain

The Heathen Chinee is peculiar.

The Portuguese negotiators appear to have been completely outwitted. That railway might become an entirely Chinese concern in five years, or for the matter of that from the very start if "Chinese merchants residing at Macao" are to be recognised as Portuguese shareholders

No, Angelina; I should be venturing out of my depth if I were to attempt to describe the feminine or even masculine modes worn during this gay and giddy week just past. You remember the incident in Gilbert's opera *The Princess*, when Blanche, speaking of those masked and masculine girls in the College, declares to Melissa:

I placed before their eyes

Some Cluny lace—they called it Valenciennes—
Hemming is stitching—so at least they say—
A gusset is a gore—a tuck's a flounce—

Merino's cotton—linen's calico—

Poplin is silk and rep is corduroy!

This, Angelina, must be unto all men a warning. Besides, though many years have passed, I retain a torturing recollection of the consequences of a *lapsus calami* in one of my first essays in journalism wherein I unwittingly declared that a lady at a social function wore cretonne instead of crépon! My knowledge of the subject has not greatly improved in the years which have since rolled by. I have, in truth, avoided the subject as being one of those things that no man can ever hope to understand, and so I pray thee have me excused from a dissertation on the subject. I am better amused by listening to the comments of ladies on others' efforts.

I did last week, at the instigation of a friend, venture to make a suggestion that the practice of wearing hats at such gatherings as the practice dances in St. George's Hall for the forthcoming ball in honour of St. Andrew was an inconvenience alike to the ladies and their partners. I was convicted of rashness at once. This will explain:

You appear to forget my dear Banyan, that ladies' millinery will not stand the crushing in a cloak room that men's hats get.—Yours, &c.—LADY-IN-WAITING TO THE GODDESS OF FASHION."

You see, my untrained intellect never presented this aspect of the question. I have some more of the same purport, but if these letters are piled one on the other, I perceive that I too may be crushed.

BANYAN.

SUPREME COURT.

Friday, 18th November.

IN CRIMINAL JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE).

A CLEAN CALENDAR.

Hon. E. H. Sharp, K.C. (Acting Attorney-General) addressed His Lordship. He had great pleasure in saying that there were no cases for trial, and thought that they ought to regard the occasion as one to be proud of, as showing the diminution of crime. It was some considerable time since there was a maiden Sessions, though for some time past the calendar had been very short. The previous month there had been only two small cases.

Mr. A. Seth (the Registrar) said that so far as he had been able to ascertain, this was the sixth occasion of the kind since the establishment of the Colony. According to ancient custom, it had been the practice on such occasions to present the presiding Judge with a pair of white gloves in token of the spotless innocence of the whole population. He was proud to say that the pleasant duty devolved on him on this occasion. He felt sure he was joined by the whole community in hoping that His Lordship might long be spared to receive many such tokens during his judicial career.

Mr. Seth then presented His Lordship a pair of white gloves in a handsomely carved oaken casket.

His Lordship said he need hardly say that it was a matter of the greatest satisfaction for him, as presiding judge, to receive such a memento. It could be taken as an indication of the greatest value to the community as a whole, because it showed such a marked diminution in the crime statistics of the Colony. It had lessened till it reached such a point when there was no case for trial at one of the Sessions. Such instances were remarkable wherever they occurred, but particularly in a place like Hongkong, where there was a fast moving criminal population. He thought the fact that there was no case for trial could be looked upon as a tribute to those responsible for the law and order of the Community; and to the authorities for the method (deportation) they had of dealing with criminals. He thought the result of removing these persons had been shown to be for the public good. It gave him great pleasure to receive, from Mr. Seth's hands, the token. He thought they could all very heartily congratulate the residents.

The Court was adjourned *sine die*.

[A maiden Sessions was held for the first time in the history of the Colony in August 1873, when Chief Justice Smale presided. Mr. Lister, the Sheriff, presented His Lordship with a pair of gloves. A similar ceremony took place in January 1877, when Mr. M. S. Tonnochy, the Sheriff, presented Chief Justice Sir John Smale a pair of gloves. The next occasion was in February 1891, Mr. Goodman (now Sir W. M. Goodman) being Attorney-General at that time, and Sir James Russell, Chief Justice. Mr. Sangster (then Deputy Registrar) presented white gloves to Chief Justice Fielding Clarke in January 1892; and Mr. J. W. Norton Kyshe (Registrar) to Dr. J. W. Carrington (Chief Justice) in 1896.]

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE).

KWONG UN FIRM V. WONG KUM HAK

AND OTHERS.

Plaintiffs in this case sued defendants for \$1,000, alleged to be owing to them as balance of account for coal supplied. The defendants were Wong Kum Hak (trader of No. 20, Salt Fish Street, Hongkong), and Ho Chak Shan, Tang Chak Hing and Tang Tsuk U (traders).

Mr. O. D. Thomson (solicitor) appeared for the plaintiff firm, and Mr. P. W. Goldring (solicitor, of Mr. Brutton's office) for the defendants.

The plaintiffs alleged that they had supplied defendants with coal to the value of \$6,745, and

had received only \$5,450 in payment. Therefore \$1,295, reduced to \$1,000 to come within Summary Jurisdiction, was still due to them. This, however, was contested.

The case was remanded.

Monday, 21st November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUISNE JUDGE).

CHAN SO v. A. CASEY.

This was an action brought by the steward of the s.s. *Chu Kong*, to recover \$167.40, alleged to be owing to him on account of drinks and food supplied to the defendant—captain of the steamer—the chief engineer and the chief officer.

Mr. P. W. Goldring (of Mr. G. K. H. Brutton's office) appeared for the plaintiff, and Mr. Dixon (of Mr. John Hastings' office) for the defence.

Plaintiff said he was steward of the river steamer *Chu Kong*. He messes the officers for \$30 a head, and made what he could out of it, receiving no wages. The captain's boy managed the bar for the captain. On the 14th September the captain handed him over the bar, because he had been complaining that he could not make any money as it was. The stock then was valued at \$124.

On the 1st October the captain paid his account—that was \$90 for board (\$30 a head for the captain, chief engineer and chief officer) and extra for liquor, the whole amounting to \$156. From this sum \$124 was taken off on account of liquor taken over, and also \$30 for two cases of whisky. On the 23rd October the chief officer's boy complained to him that the chief officer beat him, and the pantry boy complained that the captain beat him. He told the captain that he must not strike the boys, and the captain replied that if he did not like it he could leave. He went. The captain then owed him \$167.40.

The captain's and chief officer's liquor books were put into court.

Plaintiff said the chief officer would not give him his book, he said he had lost it. All the same he had an account. On the 24th October he put in the account. The captain said he would pay him in the afternoon, but when he went to receive his money the captain was ashore. On the 25th October he went on board the ship, but the captain said "I do not owe you any money, or know you; you must not be on my ship or I will get you arrested."

Cross-examined, witness said he had bought nothing from Fook and Company, but the captain did before he took over the bar. The captain did not hand him \$85.44 in the presence of the chief engineer, and tell him to pay Fook and Company's bill. Before he went on the *Chu Kong* he had been on the *Pak Kong*, and other river steamers. He was not discharged from his last ship on account of robbing the bar, but because he was losing money on supplying the provisions. When he first joined the *Chu Kong* he had nothing to do with the bar. The captain's boy sold liquor for his master. The captain guaranteed the chief officer and chief engineer. He did not run the bar for the captain, but on his own account.

The pantry boy gave corroborative evidence. Mr. Dixon said that the man, in order to succeed in his claim, must show that these drinks and refreshments belonged to him; he submitted that the bar belonged to the captain.

Defendant stated that the bar belonged to him, and he had given the plaintiff \$85.44 which he had not accounted for; and which he had had to pay a second time.

After further evidence His Honour gave the plaintiff judgment for \$69 owing to him on account of food, but would not countenance the drinks—it had not been proved that the defendant owed him money for these. He allowed plaintiff costs.

[The plaintiff was arrested last Friday on a charge of embezzling \$85.44 from the defendant in this case, but as Captain Casey did not appear to prosecute he was released from gaol on Monday.]

Thursday, 22nd November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE.)

PANG TAK SUN v. KWONG HING LOONG.

This was an action in which the plaintiff sought to recover \$40¹, alleged to be owing to him by the defendant firm. The plaintiff recently got judgment against the defendant, and also got a writ of garnishee against Ying Wo, but Ying Wo denied that he owed defendant the money.

Mr. H. Hursthorne (of Messrs. Dennys and Bowley) appeared for the plaintiff, and Mr. Otto Kong Sing for the defence.

Mr. Hursthorne submitted that if it were proved that the Ying Wo owed the money to the defendant at the time of the garnishee's order being served, whether he paid it to the defendant or not afterwards, he would have to pay the sum again in their favour. He understood, however, that the debt itself was disputed.

Mr. F. Howell, the first bailiff, gave evidence that he had served the garnishee order.

A Chinese witness, formerly employed by the defendant, gave evidence for the plaintiff. The defendant's premises were at No. 14 Tai Wo Street, Wanchai. The debt was on account of rattan supplied. The last transaction was in June or July, but the Kwong Hing Loong firm had not paid the Pang Tak Sun firm.

His Lordship—That has been proved before; it is not the question.

Mr. Hursthorne—I just wanted to lead up to the point, My Lord.

Witness, continuing, said he also knew the Ying Wo Shop. That firm did business with the Kwong Hing Loong. To Loong was master of the Kwong Hing Loong shop. His elder brother, whose name was To Chat, had a fourth share in and managed the business.

His Lordship—I do not know what you are driving at.

Mr. Hursthorne—I understand that they are going to dispute ownership.

Witness said that in about June or July To Chat handed over the business to his son, because he was going into the country to enter into a religious life.

Mr. Hursthorne—Was he not banished from the Colony?

Witness—Yes, that is so.

Witness gave further evidence regarding the relationship of the various parties.

Pang Tak Sun, the plaintiff, gave evidence. He had been in the Ying Wo Shop, and saw them weighing out rattans received from the defendant shop. He estimated the value of these at \$422¹. The master of the shop said they had not yet paid the money, and witness, accompanied by the bailiff, served the writ of garnishee. He had seen the Ying Wo books.

Mr. Otto Kong Sing mentioned that his case was that the Kwong Hing Loong never had any dealings at all with the plaintiff firm. The Kwong Hing Loong, as a matter of fact, was sued while the mistress was away from Hongkong. She would have disputed the claim; she was the wife of Kwong Hing Cheong, from whom she had been separated some considerable time, and it was he who evidently owed the money. The plaintiff could not come down on him, so they came down on his wife.

The plaintiff contradicted him several times when giving evidence about the Ying Wo shop's books.

After further evidence for the plaintiff Mr. Otto Kong Sing said he was prepared to prove that the Ying Wo had paid for the goods they had received from the defendant in this action, and previous to the plaintiff's visit. He called evidence.

His Lordship finally gave judgment in favour of the garnishee with costs.

On Nov. 18 His Excellency the Governor entertained the Hongkong, Shanghai and Singapore cricketers at dinner at Government House. There were 45 present, including the Hon. F. H. May, C.M.G., Colonial Secretary. The band of the 110th Mahrattas played selections during the evening.

Wednesday, 23rd November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE)
AND CAPT. HON. BARNES-LAWRENCE
R.N. (NAUTICAL ASSESSOR).

N.D.L. S.S. "WONGKOI" v. B.I. S.S. "UJINA."

This was a consolidated action between the Norddeutscher Lloyd S. N. Co., as owners of the British India s.s. *Wongkoi*, and the British India S. N. Co., as owners of the s.s. *Ujina*.

The Hon. E. H. Sharp, K.C., instructed by Mr. Gedge (of Messrs. Johnson, Stokes and Master), appeared for the N.D.L., and Mr. M. W. Slade, instructed by Mr. John Hastings for the B.I.S.N.Co.

Sydney Smith Bull, master of the *Ujina*, was called. He had held a master's certificate since 1870 and had been master since 1891. On the 3rd August last he had commanded the B.I. s.s. *Ujina* for about nine months. He had previously brought ships to Hongkong about a dozen times, always in daytime, though he went out on one occasion at night. He took a Chinese pilot outside the harbour, but gave the executive orders himself and was himself responsible.

The *Wongkoi* was between half a mile and a mile ahead of his ship when he entered Sulphur Channel. The third officer, helmsman, and Chinese pilot were then on the bridge in addition to himself. The helmsman was a Chitagonian—he gave orders to him in Hindustani. The lookout man and leadsmen were also Indians. The latter was using the lead. Outside witness asked the pilot if there was plenty of water in the Sulphur Channel. There was, and therefore it was unnecessary to use the deeper Northern Channel. Green Island was abeam at 7.25 p.m.—he knew that by the third officer's notes. Outside he was driving his ship—at about nine knots—trying to save daylight. Before reaching Sulphur Channel there was a reduction of speed to about seven and a half knots.

His Lordship—The question is not one of excessive speed. It is not that which made the *Ujina* run into the *Wongkoi*. The question is, was there a red light or not on the *Wongkoi*? Such would render her contributory to the accident.

Witness, continuing, said he did not know how his ship was heading after having entered the harbour. He covered up the compass so that the light should not blind his eyes. After entering Sulphur Channel he starboarded his helm to get into deep water near Stonecutter's Island. He did not know that the name of the vessel he struck was the *Wongkoi* till after he collided with her. He saw the blaze of lights first about two to three points on the port bow. After starboarding he had to get out of the way of a junk—he ported a trifle and afterwards then resumed his course. He next ported because the man at the lead gave him small water—five and a half. He concluded subsequently that the sounding was wrong, because the leadsmen afterwards gave him a wrong sounding when he was at anchor. He went a little distance, ported, and brought the *Wongkoi* two points on his port bow. She was then showing a number of white lights, no navigating lights being distinguishable. He took the blaze of lights to be at the stern or quarter of a steamer under way. He next starboarded so as to pass to the westward of the lights, and get to an anchorage off Stonecutter's Island. He suddenly saw a red light amongst the white lights of the other steamer—the vessel being about two points on his port bow, and that light on her. He had taken the white blaze of light to be on the ship's starboard quarter, but when he saw the red light he took her to be crossing his course. He thought she was going to the westward, swinging round to come down into the Sulphur Channel. He had starboarded his helm and his ship was turning to port, but when he saw the red light he promptly ported. The engines were going half speed ahead. Porting would at first stop his vessel from swinging to port. If the other ship had been steering to the westward that manoeuvre would have cleared her without any other. He next heard three blasts from the *Wongkoi*'s whistle, and went full speed astern. He gave the order, "Stand by your anchor,"

and the light went out shortly afterwards. He noticed two bright lights above the awning of the *Wongkoi*. It was impossible that that red light was on another steamer. He had seen a river steamer some minutes previously. When he struck the other ship the *Ujina* was only just moving through the water; the speed had been taken off of her, and she got on sternway a few seconds afterwards. The anchor let go, with fifteen fathoms of chain, had little effect in checking the ship at that moment; it was the engines, he thought. Some little time after the collision, after he had backed out and anchored, a steam launch came alongside with two gentlemen in it. One introduced himself as the superintendent of the N.D.L. He asked if witness had heard the three blasts. Witness replied that there would be a court of enquiry; the *Wongkoi*'s red light had caused the collision. The stem of his ship was twisted to starboard.

Witness told His Lordship that the chief engineer had said he was foolish to tell the N.D.L. superintendent about the red light—now the *Wongkoi* had got six Chinese witnesses to give evidence to the contrary.

His Lordship—You did the correct and upright thing.

Witness—But I am not a lawyer, My Lord, and it struck me afterwards that I had no right to give them my strong point. (Laughter).

Cross-examined, witness said that he told the pilot, who had said "me see red light," he wanted his evidence, but the man was all "jabber, jabber." He told him he did not want his talk, the pilot went away, and he had not seen him since. (Laughter).

This was the last witness. Counsel addressed His Lordship.

The case was adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE.)

LIEUT. LUMSDEN, R.G.A., v. H.K. AND KOW-LOON WHARF AND GODOWN CO.

His Lordship gave judgment in this case. The plaintiff sued the defendant company on account of personal injuries and damage to clothes caused by alleged negligence on the part of employees of the defendant company. A collision had occurred near the Kowloon Ferry landing, on the 6th ult., between a ricksha in which the plaintiff was riding and one of the company's cargo trucks.

Mr. E. J. Grist (of Messrs. Wilkinson and Grist), appeared for plaintiff; Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon), for the defendants. His Lordship said:

In this action the plaintiff seeks to recover the sum of \$200 for damages sustained by him in a collision alleged to have been caused by the negligence of the servants of the defendant company. About 3 p.m. on the 6th Oct. last the plaintiff was riding in a ricksha along the public road running in front of the defendants' godowns at Kowloon between the west corner of Elgin Road and the terminal wharf of the Star Ferry Co., Ltd. A short distance in front of the ricksha was Lieut. Macdonald, R.G.A., on a bicycle. When the ricksha was opposite wharf No. 2, belonging to the defendant Company, a collision occurred between the ricksha and a truck worked by some servants of the defendant Company. As a result of the collision the plaintiff was thrown out of the ricksha, and suffered damage to his clothing and person. Though the evidence was conflicting, the following facts are established:—

(a) That the plaintiff looked to see if any truck was about to cross his path;

(b) That the view of the road end of the wharf was obstructed by things on and about that end of the wharf;

(c) That the ricksha was moving at about a walking pace a few seconds before the moment of collision;

(d) That the truck had been moved from the wharf-end across the road by coolies at a jog-trot;

(e) That the truck was not under effective control;

(f) That the puller of the ricksha at the last moment quickened his pace in an attempt to cross in front of the truck;

(g) That the ricksha puller was on his own proper side of the road.

- (4) That no warning was heard by the plaintiff and that no adequate warning was given.
The questions to be answered are:
(1) Were the defendant's servants negligent?
(2) Was the plaintiff negligent?
(3) Was the ricksha-puller negligent?
(4) If the ricksha-puller was negligent, is his negligence imputable to the plaintiff?

First then, were the defendants' servants negligent? If they were, and such negligence resulted in a wrong being committed, the defendant company is answerable for that wrong and its results because such wrong was committed in the course of the service of the defendant company and for its benefit. Though the company may not have authorised the particular act complained of, yet it has put coolies in its place to do the class of acts and must be answerable for the manner in which its agents conducted themselves in doing the business which the company had enjoined them to do.

To constitute negligence on the part of the servants of the Company they must have omitted or failed to use due care and caution for the safety of persons or property. If the Company have a right to move its trucks across the public road, it must move them with care, so that persons and vehicles using the road may not be injured. There was a duty on the Company to exercise such reasonable care and to take such reasonable precautions as ordinary prudence dictated to protect the public from injury when its trucks were crossing a public road on which its rails were laid. This duty the defendant Company failed in the present instance to discharge. The truck in question was being moved at too fast a rate and was not under a proper state of control. The alleged special warning by shouting was inadequate, and the notice boards, "Beware of the trucks," did not constitute more than a warning that trucks moving at a reasonable pace might be encountered. I find therefore that the Company, by its servants, was negligent, and that, as the result of such negligence, a wrong was done to the plaintiff of which the natural and probable consequence was the injury to person and raiment incurred by the plaintiff.

The next question concerns the negligence of the plaintiff himself. In my judgment no negligence can be traced to him. Then, was the ricksha-puller negligent? I do not say that he could not have averted the collision; in the opinion of the plaintiff and his brother officer, the puller did all that could have been done under the circumstances. They were eyewitnesses and could form a fair estimate of the exigencies of the situation. The position of the puller seems therefore to have been that of a person who, on the spur of the moment, had to make up his mind how to evade a suddenly impending danger raised by want of care on the part of another person. Under such conditions he is excused if he failed to act with perfect skill and presence of mind, and is not guilty of contributory negligence.

Having found the facts and having applied the law to them, the defendant company is, in my judgment, liable to the plaintiff in damages.

I need not go further, but as the question was argued as to whether contributory negligence on the part of the ricksha-puller (had he been found guilty of such negligence) would have been imputable to the plaintiff so as to prevent him from recovering damages from the defendant, I will deal with the relation which exists between the hirer and the puller of a ricksha. For many years the doctrine of identification had judicial vogue in England. Under it a passenger who had selected the particular conveyance by which he travelled was so far identified with the driver that, if any injury was sustained by him from collision with another vehicle through the joint negligence of his own driver and that of the other vehicle precluding the former from maintaining an action against the latter, the passenger was himself equally precluded. (Addison Torts 6 Ed. p. 27). This doctrine was declared not to be the law in 1888 by the House of Lords. The law in this respect now is that a plaintiff is not precluded from succeeding in an action for negligence by reason only of the contributory negligence of a third party who is not either his servant or his agent. The question then is, was the puller of the ricksha the servant or agent of the plaintiff?

In *Mills v. Armstrong* 13 Appeal Cases at p. 8 Lord Herschell said:—"The relation between the passenger in a *public vehicle* and the driver of it certainly is not such as to fall within any of the recognised categories in which the act of one man is treated in law as the act of another," and His Lordship makes it clear at pp. 5 and 6 that the recognised categories to which he referred are those of master and servant and employer and agent acting within the scope of his authority. At p. 16 Lord Watson said—"Individuals who are injured, without being personally negligent, are nevertheless disabled from recovering damages if, at the time, they stood in such a relation to any one of the actual wrongdoers as to imply their responsibility for his act or default." This relation cannot be other than the two classes of relation referred to by Lord Herschell. Again at p. 18 Lord Watson stated that in his opinion "an ordinary passenger by an omnibus or by a ship is not affected, either in a question with contributory wrongdoers or with innocent third parties, by the negligence, in the one case of the driver, and in the other of the master and crew by whom the ship is navigated, unless he actually assumes control over their actions and thereby occasions mischief." Lord Herschell therefore lays down the general proposition of law that the relation between the passenger in a *public vehicle* and the driver of it is not the relation of master and servant or employer and agent, but this general proposition appears to be restricted by Lord Watson to the case where the passenger does not assume control over the driver's action so as thereby to occasion mischief. In the present case, the ricksha hired by the plaintiff was not a private ricksha, but a *public vehicle* within the definition of section 2 of Ordinance No. 8 of 1887, where *public vehicle* is defined to mean any chair, carriage, jinricksha or other vehicle of any kind which plies for hire in the streets for the carriage of passengers. Moreover, the plaintiff, beyond properly ordering the puller of the ricksha to go slowly and directing him whither to take him, did not assume any control over his actions whereby mischief was occasioned. The plaintiff therefore seems clearly to come within the general proposition laid down by Lord Herschell as modified by Lord Watson. So that even if I am incorrect in holding that there was no contributory negligence on the part of the ricksha puller nevertheless the plaintiff must succeed against the defendant Company whose servants were guilty of negligence, because the plaintiff, being guiltless of negligence, assumed no such control over the ricksha puller as occasioned the mischief, and is not therefore responsible for the negligence of the ricksha puller. In perusing Ordinance No. 7 of 1897 by which the defendant Company was authorised to lay down, maintain, work and use the tramway in question seem therefore to have expired on the 22nd day of September 1904, or several days before the collision between the plaintiff's ricksha and the defendant's truck occurred; for the Gazette has not published any Order-in-Council extending the term of such rights beyond the 22nd day of September, 1904. This opens up a nice question as to the legality of the acts of the defendant Company in moving trucks on the said tramway after the 22nd day of September, 1904. I merely advert to this state of affairs, but do not base my judgment upon it, because the point was not noticed during the course of the action. As regards the damages to be awarded to the plaintiff, I fix the sum at \$100. There will therefore be judgment for plaintiff for \$100, and costs.

CHEUNG HOY YING FIRM v. LING SHING.

The plaintiff firm sought to recover from the defendant \$257.30, in respect of coal alleged to have been supplied to him.

Mr. R. Harding (of Messrs. Ewens and Harston) appeared for the plaintiff; and Mr. E. J. Grist defended.

Mr. Grist asked that the order be made payable in instalments. The defendant could neither read nor write, but had always left his affairs in the hands of the accountant, not available. He offered \$20 a month.

Mr. Harding said that the bill was over a year old, and further that the defendant had quite recently returned to the Colony, having run away to avoid payment of his debts.

An order was made for the defendant to pay \$50 a month, the first payment to be made in seven days.

Thursday, 24th November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE)
AND CAPT. HON. BARNESE-LAWRENCE,
R.N. (NAUTICAL ASSESSOR).

N.D.L. S.S. "WONGKOI" v. B.I.S.S. "UJINA."

This was a consolidated action between the Norddeutscher Lloyd S.N. Co., as owners of the British India s.s. *Wongkoi*, and the British India S.N. Co., as owners of the s.s. *Ujina*.

The Hon. H. E. Sharp, K.C., instructed by Mr. Gedge (of Messrs. Johnson, Stokes and Master), appeared for the N.D.L., and Mr. M. W. Slade, instructed by Mr. John Hastings, for the B.I.S.N. Co.

His Lordship said that the casualty report which by law had to be made to the Harbour Office, for purposes of the Board of Trade, had been produced. This report was signed by the Captain of the *Ujina*. He found the answer to the question "Course of vessel when the other was first seen"—Pilot's orders; "Speed when the other vessel was first seen"—two knots. The captain had said in evidence "six or seven knots," how did he explain it?

The Captain said that this was a mistake. He did not know how this crept into the report. He gave his replies to his clerk to copy in; it was a clerical error.

His Lordship—Your clerical error has gone home to the Board of Trade; and about the pilot's orders.

The Captain said that this expression simply meant that the pilot would say go this way or that way, and the captain would agree and give the order to port or starboard as the case might be.

Mr. Slade, referring to the Chinese pilot not giving evidence, said that as a general rule Chinese would not give evidence unless they were interested; they would have to give the man a substantial sum, and then the charge of bribing witnesses might be brought against them. Chinese only gave evidence for family reasons or pecuniary reasons, which made them interested in the case. To get disinterested evidence amongst Chinese was practically impossible.

After counsel had finished addressing him, His Lordship gave judgment. In summing up he said—There is no question of law involved to require consideration after the extremely careful and capable manner in which both gentlemen brought the subject and evidence before me. The only question is, what is the true conclusion to be arrived at upon the evidence as to whether or not there was a red light on the *Wongkoi* on the night in question, August the third. The question as to whether or not the officers of the *Ujina* believed that a light was there, though one of importance to themselves is not of importance in the true finding of the case. It matters not at all whether the light was on the *Wongkoi* or it was not on the *Wongkoi*, it must be established as a fact in order to excuse the *Ujina* for coming into collision with her. The facts as I recollect are that these two ships on the evening of the 3rd August approached Hongkong on the same course. Finally the *Ujina*, which is a much larger ship than the *Wongkoi*, was passed outside Sulphur Channel by the *Wongkoi*. The *Wongkoi* kept sight of the *Ujina* till she (the *Wongkoi*) entered Sulphur Channel, and then practically lost sight of her. The *Wongkoi* proceeded on her course up the harbour, and took up the position where she was anchored when she was run into by the *Ujina*. To go back to the *Ujina*, she lost sight of the *Wongkoi* after the

latter came into Sulphur Channel, and did not, to the knowledge of those on board, again sight the *Wongkoi* till she came into collision with her. But surely before they came into collision they observed the lights of the *Wongkoi*, but which did not occur to them to be the *Wongkoi*. So they saw the ship but did not give any name to her; perhaps, also, there were a great many ships about. When inside Sulphur Channel the Captain passed a junk, and had to alter his course slightly and he varied his course very slightly again. I do not think any of these incidents help me in drawing a conclusion, but merely mention them as being before that which occurred when the Captain was making for an anchorage near Stonecutter's Island. We are now to the point. He saw a steamer which might or might not have been a river steamer crossing ahead of him, showing a red light. This is the cap'ain's evidence and the other evidence of witnesses. There is, however, no evidence of the fact that at the time when the *Ujina* was on her way from Sulphur Channel to her destination at Stonecutter's Island that she had come within a short distance with either one or more steamers showing a port or red light. On the way to his berth the captain sees a light ahead, which he presumes to be that of a steamer crossing. The *Ujina* suddenly uses her helm in such a way which brings her into collision with the *Wongkoi*; she suddenly for some reason altered her course. It then falls on the *Ujina* to give a satisfactory explanation to excuse her from running into the *Wongkoi* on that occasion. The onus of proving that the *Ujina* is not in fault and that the *Wongkoi* is in fault is thrown on the *Ujina*. The captain has given the explanation that a red light suddenly appeared, leading him to suppose that it was on a ship crossing his bow. Mr. Slade says that this evidence ought to absolve him, notwithstanding the denial of the *Wongkoi* as to the matter of the display of the red light—the light which led the *Ujina* into the error to believe that the *Wongkoi* was showing her port light. The witnesses of the respective ships swear oppositely. The difference between these two classes of witnesses is that the one set of witnesses was able, from surrounding circumstances, to swear absolutely to fact; the others could do no more than swear that they believe such and such to be a fact, and that it is reasonable to believe so. The captain of the *Wongkoi* was absolutely certain that there was no light, because "I saw the light blown out." The *Ujina* can only say there must have been a light. Assuming that the witnesses are to be honest in both cases, I really cannot find fault against the *Wongkoi*, unless I say they have deliberately and knowingly stated that which is false. The light which the *Ujina* was supposed to have seen could only have been the port light which is kept on the port side of the bridge. The captain of the *Wongkoi* has told us that it is the rule of his ship that when lights are taken in they are blown out, and he swears, without reservation, that he saw the man on duty take in the port light and blow it out. There is no mistaking this officer; he said as a fact he did see it. There is no reason why he should see it Mr. Slade had said—the man was practically an automaton,—yet it did not occur to him, if that is so, why this automaton broke down that night. Why if it was the established and common rule to so take in the port light would it not be noticed by the captain; why am I to suppose the captain did not do so. It seems now that what is supposed to have been done is this:—The automaton departed altogether from the course he is supposed to do, and that he walked away with the light past the captain and first officer and put it down somewhere on the bridge; as that was not the custom it would have drawn the attention of the captain. It seems to me that a correct inference would be that the captain seeing the light taken in would have paid attention to see that very essential operation performed. In my opinion it comes to this, the captain and officers of the *Ujina* are either mistaken in seeing a light on the *Wongkoi*, or they did not see it at all, and have made this as an excuse. I am not obliged to say why they ran into the *Wongkoi*. The *Ujina* must establish as a fact that the *Wongkoi* did show a red light. I am willing to accept it, for the sake of their honour,

that they did see a light, but I do not believe as a fact that there was any red light on the *Wongkoi*. Coming to this conclusion I have had the assistance and concurrence of Capt. Barnes-Lawrence. In short I find this conclusion:—The *Ujina* came in contact with the *Wongkoi* without any fault of those on board of the *Wongkoi*. They were mistaken in the light they saw. The parties will proceed in the usual way as to the assessment of damages. The *Ujina* is solely to blame; with costs.

Friday, 25th November, 1904.

ORIGINAL JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE).

OSAKA SHOSEN KAISHA v. OWNERS OF S.S.

"PROMETHEUS."

This was an action brought by the Osaka Shosen Kaisha against the Owners of the Norwegian s.s. *Prometheus* in respect of alleged damage and loss sustained by them on account of the Captain's refusal to load provisions to be carried between Japan and Formosa, declaring them contraband of war.

Hon. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared on behalf of the Osaka Shosen Kaisha; Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson, on behalf of the Owners of the s.s. *Prometheus*.

His Lordship delivered judgment as follows:—This is a special case stated for the opinion of this Court by the arbitrator acting under a submission to arbitration contained in a certain charter party made at Hongkong on the 10th of February 1904, between Messrs. Sander, Wieler & Co. "agents for the steamship *Prometheus*, under Norwegian colours," on the one part, and "The Osaka Shosen Kaisha, Osaka, by their Hongkong Office, Charterers" on the other part, by which that ship was chartered to the Osaka Shosen Kaisha for six months subject to, inter alia, a special stipulation that she was not to carry any contraband of war. The charter party is signed "Sander, Wieler and Co., as agents for the captain and owners of the Norwegian s.s. *Prometheus*"; "Osaka Shosen Kaisha, T. Arima, Manager."

The facts out of which arise the questions submitted by the special case for the opinion of this court are, so far as material, as follows:—The charter party was signed at Hongkong on the 10th of February 1904, subsequent to the outbreak of hostilities between Russia and Japan. The fact that Russia and Japan were at war was unknown to the parties at the time they signed the charter party, but the charter party was made in anticipation of war, and the fact that war had broken out became known to the parties immediately after the charter party had been signed. The owners of the *Prometheus* are Norwegians, subjects of a Power neutral in the war between Russia and Japan. The charterers, the Osaka Shosen Kaisha, a Japanese Steamship Co., are subjects of Japan one of the belligerent powers. The Osaka Shosen Kaisha is a well-known company engaged prior to the outbreak of war in running a regular line of steamers carrying cargo and passengers from Japan to Formosa and back, calling at Japanese interports each way, and carrying ordinarily and regularly as part of such cargo sugar, rice, and foodstuffs generally. That fact was known to Messrs. Sander, Wieler & Co. at the time of the negotiations for the charter of the *Prometheus*, and the *Prometheus* was chartered for the express purpose of being employed in that line, so running between Japan and Formosa, to replace certain steamers regularly theretofore so employed which had been taken up by the Japanese Government. The charter commenced on the 22nd of February and the *Prometheus* left Hongkong on the following day under her charter, for Takao, a port in Formosa. She there loaded a cargo of sugar and rice and proceeded to Anping, another port in Formosa, where she again loaded sugar and rice for Yokohama and Kobe—ports in Japan. The *Prometheus* arrived at Yokohama on the 9th March and at Kobe on the 17th of that month. The cargo loaded in Formosa was duly discharged and the loading of the ship for her return voyage from Kobe to

Formosa commenced. On the 18th of March the master of the *Prometheus* received at Kobe a telegram from his owners directing him to "decline rice and provisions between Japanese ports" and further directing him to "try cancel" the charter party. The direction to decline to load rice and provisions was communicated by the Master to the Osaka Shosen Kaisha. A correspondence ensued between the Charterers, and the Master, in which the Charterers denied and the Master asserted that rice sugar and provisions generally were contraband of war, ending by the Master declining to load "rice, sugar and provisions" for carriage between Japanese ports unless an increased amount was paid for the hire of the ship, alleging as the ground for this refusal that provisions were contraband of war, which, by an express term of the charter party, was not to be loaded on his ship.

In consequence of this refusal of the Master to load rice, sugar and provisions, for the reason stated, the cargo of the *Prometheus*, which was then in course of being loaded, was completely discharged at Kobe and the ship left in ballast for Nagasaki. Subsequently she was employed elsewhere than on the line between Kobe and Formosa for which she had been specially chartered. In consequence of the refusal of the master to load this cargo the whole purpose of the charter party was frustrated. The intended voyage for which the *Prometheus* was loading at the time was on the regular line between Kobe and Formosa, and the ports to which it was proposed to send the *Prometheus* were not ports of military or naval equipment, but ordinary commercial ports. The rates of chartering had increased enormously between the 10th of February, the date of the charter of the *Prometheus*, and the 26th of March, the date of the discharging of the cargo which that ship was then in the course of loading at Kobe. This fact is of importance in considering what the parties had in their mind when, as will appear hereafter, they used the word "contraband" in clause 37 of the charter party; for it is suggested by the charterers that the objection of the owners to carry provisions was not made bona fide, but was made with the object of obtaining if possible a fresh charter at the higher rates then ruling. The first clause of the charter party provides that the ship *Prometheus* shall be placed at the sole disposal of the charterers or their agents to carry cargo and passengers for lawful voyages to all parts of the world, open ports only, at the same time expressly declaring that ports in America, Europe, Australia, and Africa, and in the Amur district are excluded from the operation of the charter and also "interport trading in the Philippines." The first clause also contains the exception with respect to "arrest and restraint of Princes, Rulers, and People" which is commonly inserted in a charter party. I make reference at this stage to this exception because an argument, based upon its presence in the charter party, was addressed to me by Mr. Slade in justification of the act of the master in unloading the ship at Kobe, with which I will deal later. The second clause of the charter party limits the duration of the charter to six calendar months, and concludes with the following typewritten words: "this agreement not to be cancelled in the event of war being declared." I may say at once that the insertion of this provision makes it in my opinion manifest that when this charter party was entered into, both parties expected that there would be war between Russia and Japan before the expiration of the charter by effluxion of time. There is nothing in any other clause bearing upon the case until the 15th by which the amount to be paid for "the use and hire" of the steamer is fixed at the rate of \$6,750 per month payable half monthly in advance. With respect to this it will be sufficient to remark in passing that this sum is stated to be a moderate charge for the use and hire of this steamer, and that the arbitrator has found as a fact that the rates of chartering had enormously increased between the 10th of February, when the charter party containing the clause was signed, and the 26th of March when the master refused to load the cargo tendered by the charterer. Of the remaining clauses of the charter party the 37th only seems to bear upon the matters in dispute between the charterers and the owners of the *Prometheus*.

That clause is as follows:—"In case of war steamer not to be directed to any blockaded port nor to carry any contraband of war." In the "London Gazette" of the 1st March, 1904, a notification from His Majesty's Secretary of State for Foreign Affairs, dated 29th February, 1904, appeared, the material portion of which is as follows:—"His Majesty's Secretary of State for Foreign Affairs has received the following telegram from His Majesty's Ambassador at St Petersburg—"Regulation affecting neutrals to be applied by Russia during war with Japan, published to-day. Declared Contraband of War." Here follows a detailed statement of specific articles, which are to be considered unconditional contraband of war, and the declaration concludes as follows:—"Generally all objects intended for war by sea or land including rice, provisions, horses, etc." This extract from the "London Gazette" of the 1st of March, 1904, was published in Hongkong in a Government Notification, No. 253, dated at the Colonial Secretary's Office, 8th April 1904.

There had previously appeared in the "Government Gazette" of the 9th March, the following Notification, No 165, dated at the Colonial Secretary's Office, 9th March, 1904:—"The following telegram from the Secretary of State for the Colonies is published for general information: Russian declaration as to contraband states as follows:—"En général tous les objets de tiné à la guerre, sur mer ou sur la terre, de même que le riz, les vivres, et les chevaux, bêtes de somm's, et autres pouvant servir dans un but de guerre et si elles sont transportées pour le compte ou à destination de l'ennemi."

The first declaration by Russia respecting contraband of war was made at St. Petersburg on the 14th of February, 1904, and was consequently made subsequent to the signing of the charter party by the charterers and the agents for the owners of the ship *Prometheus*. Leaving for the moment the question whether the effect of the declaration by Russia was or was not to make rice, sugar, and other provisions unconditional contraband of war, it is important when considering the true construction to be placed upon the expression contraband of war as used in the charter party and to the determination of the question what was in the minds of the parties at the time of the execution of that document, to remember that the charter party was signed on the 10th February at a time when thought was expected, the fact that it had actually broken out was not known to the parties; that the usual declaration was not issued in Russia until the 14th February, 1904—four days after the charter party had been signed; that it was not published in the "London Gazette" until the 1st of March, some twenty days after the signing of the charter party; and that it was not notified in Hongkong, where the contract of charter was made, until the 9th March—29 days after the signing of the charter party. The arbitrator, after citing the treaties which provide for equality of treatment for foreigners and Japanese, so far as the treaty port trade is concerned finds as a fact the following:—"Both under existing treaties and prior to the signing of the British treaty of 1894, foreign vessels, that is to say non-Japanese vessels, were freely allowed to trade with certain other ports in Japan under special permits, and this privilege is extended to foreign vessels to the present day irrespective of whether Japan is at peace or war." This finding is borne out by the evidence, and the fact so found has a material bearing upon the argument addressed to me on behalf of the owners of the *Prometheus* to the effect that the master of the *Prometheus* was not bound under the terms of the charter which was for "lawful voyages" only to continue voyages to the interports of Japan, inasmuch as it was illegal to do so, that is to say that it was unlawful for him, as master of a foreign-owned neutral ship, to engage her in time of war in the Japanese interport trade, that is to say in the coasting trade of Japan. It was proved before the arbitrator that the master of the *Prometheus* had received from the Osaka Shosen Kaisha a letter dated 27th April, 1904, by which it appears that they had ordered him to go to the following Japanese interports, which included ports known as non-treaty ports, viz., Yokohama, Kobe, Kagoshima, Okinawa

Keeling, Anping, and Takao." I mention this now because the fact has a direct bearing upon a portion of the case for the owners of the ship *Prometheus*. It is on the above briefly summarised facts that the arbitrator has addressed to me his questions, three in number, as follows:—Firstly, whether under the terms of Russia's declaration the cargo intended for shipment from Yokohama and Kobe to Kagoshima, Okinawa, Anping and Takao by the *Prometheus* was contraband? If so, whether Russia's declaration in this respect is binding upon neutrals, or whether it is ultra vires.

Secondly, whether the line on which the Osaka Shosen Kaisha wished to employ the *Prometheus* is a privileged line, and if so was it therefore unlawful for a neutral ship to engage in such a trade?

Thirdly, whether in view of all the evidence brought forward the Osaka Shosen Kaisha attempted to violate, or alter, the terms of the charter party as a whole, but particularly with reference to Clause 37, by instructing the commander to load a cargo of food-stuffs, and timber, and to proceed to the ports named in their letter of the 27th April 1904?

In order to arrive at the true answers to the above questions, the first thing to be done is to determine what is the true interpretation of the charter party as a whole.

Both the learned King's Counsel, Mr. Sharp, who appeared for the Osaka Shosen Kaisha, and Mr. Slade, who appeared for the owners of the ship *Prometheus*, agreed that the charter party is to be read as a whole, and that effect should be given to the real intention of the parties; but, so far as relates to what the intention of the parties was when inserting the words "contraband of war" in the 37th clause, they hold completely divergent views.

It therefore becomes necessary at the outset to determine the meaning of those words as used in the charter party. It is the general rule of construction of documents that words and expressions should be given their primary sense unless there be something in the context which points out that in the particular document in which the words or expressions appear, such words or expressions must, in order to give effect to the immediate intention of the parties using them, be given some other and peculiar meaning and be understood in a sense other than their primary sense.

Now, bearing that rule in mind I proceed to determine what is the primary sense of the expression "contraband of war," and to enquire whether there is anything in the charter party to warrant me in setting aside the primary meaning of that expression, and in attaching a peculiar meaning thereto. Reference was made in the course of the argument to something that had been said by the master of the *Prometheus* expressive of his dissatisfaction and disapproval, when, on his arrival at Hongkong he found that his ship had been chartered to the Osaka Shosen Kaisha, and that he would be required to load rice, sugar, and other provisions for Japanese ports; but the master had nothing to do with the agreement to charter the *Prometheus*. In that regard the agents, Messrs Sander Wieler & Co. represented the owner, and as a fact the master did not reach Hongkong until seven days or so after the ship had been chartered. Moreover, even had the views attributed to the master been expressed by the agents, Sander, Wieler & Co., themselves, at the date mentioned, namely seven days or so after he signing of the charter party, evidence thereof to affect the construction to be placed upon the language used in the charter party must have been rejected when constraining the charter party, on the principle that parol evidence cannot be received to vary or add to the terms of a written agreement. The expression "contraband of war," as used in the agreement between the Osaka Shosen Kaisha and the owners of the *Prometheus*, must, therefore, be given the primary sense attached thereto at the time of the signing of the charter party, and not any other and particular meaning which it might suit either party in the light of subsequent events to attach thereto; for I cannot see anything in the document itself which would justify me in depriving that expression of its primary meaning. The expression contraband of war only appears once in the charter party, and its meaning is in no way affected by anything in the context. What

then is the meaning of the expression "contraband of war" in its primary sense? Mr. Wharton, in his "Law Lexicon" defines contraband of war as meaning in its primary sense that which according to international law cannot be supplied to a hostile belligerent except at the risk of seizure and condemnation by the aggrieved belligerent. That seems to me a sound definition if you understand the word "risk" to mean that risk which is contemplated and recognised by the law of nations. Broadly stated then "contraband of war" is that which is so considered by the law of nations. The question which naturally follows is "What do you mean by the law of nations?" I answer that the law of nations is that system of rules respecting belligerent and neutral rights established by consent among the civilised and commercial nations of the world, partly written and partly arising out of custom and rendered stable by judicial decisions from time to time.

In my opinion, the expression contraband of war has a well-known and accepted meaning among the civilised commercial powers of the world. If that were not so we should not, as we do, find that expression used without definition in solemn treaties between the powers. The expression "contraband of war" is used without any definition of its meaning in the Treaty of Paris of the 16th April, 1856. The inference from that fact is, to my mind, irresistible that there was no definition needed, because the expression had the same definite meaning in the minds of all the plenipotentiaries of the Powers parties to that treaty.

The Treaty of Paris, to which Russia is a party, and to which she still adheres, commences with the following preamble:—"Considering that maritime law in time of war has long been the subject of deplorable disputes; that uncertainty of the law and of the duties in such a matter gives rise to differences of opinion between neutrals and belligerents which may occasion serious difficulties, and even conflicts; that it is consequently advantageous to establish a uniform doctrine on so important a point; that the plenipotentiaries assemble in congress at Paris cannot better respond to the intention by which their Governments are animated than by seeking to introduce into international relations fixed principles in this respect." Then immediately follows this declaration:—"The above-mentioned plenipotentiaries being duly authorised resolved to concert among themselves as to the means of attaining this object; and having come to an agreement have adopted the following solemn Declaration:—

- (1) Privateering is, and remains, abolished.
- (2) The Neutral flag covers enemy's goods, with the exception of contraband of war.
- (3) Neutral goods, with the exception of contraband of war, are not liable to capture under the enemy's flag.
- (4) Blockades in order to be binding, must be effective, that is to say maintained by a force sufficient really to prevent access to the coast of the enemy."

I draw special attention to the fact that the expression "contraband of war" is twice used in this declaration without being in any way defined. This declaration was designed to give effect to the opinion of the plenipotentiaries expressed in the preamble, viz. that it was to the advantage of the civilised world to establish a uniform doctrine on the subject of maritime law in time of war; and with that object in view to introduce certain "fixed principles." At the same sitting of the plenipotentiaries the following resolution was adopted (Protocol No. 24): "On the proposition of Count Walawski, and recognising that it is for the general interest to maintain the indivisibility of the four principles mentioned in the declaration signed this day, the plenipotentiaries agree that the powers which shall have signed it, or which shall have acceded to it, cannot hereafter enter into any arrangement in regard to the application of the right of neutrals in time of war, which does not, at the same time, rest on the four principles which are the object of the said declaration."

It will be observed that by this Protocol the plenipotentiaries of Russia bind that Power not thereafter to adopt any attitude towards neutrals in time of war, which does not rest upon the four principles enunciated in the declaration. This Protocol

has an important bearing upon the contention at the Bar that Russia as an independent sovereign state possesses, as a concomitant to the right to make war, the right to declare what shall or shall not be considered contraband of war.

I dwell here upon the fact that the expression "contraband of war" occurs twice in the declaration in the Treaty of Paris; that the expressions "Privateering" and "Blockade" occur each once; and that there is in that declaration no definition of the meaning of any of those expressions. Why was there this omission to define these expressions? Was it not because they each had in the minds of the Plenipotentiaries of the Powers a recognised meaning at the time when the treaty was signed? and because the expression "Contraband of War" no more needed definition than the expressions "Blockade" or "Privateering" did? What then was the meaning which it must fairly be assumed the Plenipotentiaries attached to the expression "Contraband of War" as used by them in the Treaty of Paris? It seems to me that the Plenipotentiaries had in their minds the meaning which at that time attached to the expression "Contraband of War" resulting from the decisions of the courts of law of the nations of Europe and America; principally indeed the decisions in the English Courts on cases arising during the Napoleonic War. What then is the result of those decisions? What meaning has been thereby attached to the expression "Contraband of War"? The result has been to attach to that expression the following twofold meaning:—(1) Absolute contraband of war—which includes everything useful for war only; (2) That which is conditional contraband of war—which includes all things which though useful for both peace and war become contraband if destined for the purposes of war, excluding from the meaning of contraband of war such things as are useful for the purposes of peace only. "Provisions," consequently, come within the definition of conditional contraband only, if and when destined for the enemy's forces; otherwise they are excluded from the definition. That is, in my opinion, the true meaning to be attached to the expression "Contraband of War," and that is the sense which, in my opinion, that expression bears on a true construction of the Declaration of the Plenipotentiaries who signed the Treaty of Paris of 1856. That is, in my opinion, the sense in which the parties to the charter of the ship *Prometheus* must be taken to have understood the expression "Contraband of War" when they agreed by Clause 37, that the ship *Prometheus* was not to "carry any Contraband of War." To construe that expression as meaning whatever might at any time, that is to say from time to time, be declared by Russia to be contraband, as the learned counsel for the owner contended I should, would be to import into the contract between the parties an element of uncertainty where none need exist. The contract was made in Hongkong, and therefore in the absence of evidence to the contrary which I could act upon the parties must be taken to have used the expression "Contraband of War" in the sense in which it is understood in British courts of law, which is its sense in International law. It cannot be successfully contended that provisions would be regarded by British courts of law as unconditional contraband of war, or that there is any likelihood that they will ever take that view. Had this court been asked at any time between the signing of the charter party on the 10th February 1904 and the issuing of the Russian declaration to construe the meaning of the words contraband of war it cannot be doubted that it would have excluded provisions from the category of unconditional contraband. It is contended however that the court ought to place a different meaning on that expression, after, and in view of, the terms of the Russian declaration; inasmuch as Russia being a sovereign independent Power has a prerogative right to declare whatever she pleases to be contraband of war in any war in which she may be engaged, and that the effect of the Russian declaration having been to make provisions unconditionally contraband, the master of the ship *Prometheus* was excused from loading them on his ship. In this contention I am unable to concur. In the view which I take of the effect of the Declaration under the Treaty of Paris of 1856, and of the undertaking

by the several Powers signatory thereto, given in the Protocol No 24, not to depart from the principles enunciated in the declaration, I think that Russia was not at liberty to declare provisions unconditional contraband of war; and that her declaration in that respect could not affect the contract between the parties to this charter party, even supposing that it could be held that contraband of war means, as used in the charter party, whatever Russia may consider as such: for Russia having been a party to the solemn declaration of "fixed principles" under the Treaty of Paris was not at liberty to disregard those principles and was therefore bound to recognise, and act upon, the generally accepted rule of international law that provisions are not unconditional contraband. In this view I am supported by the decision in the case of *Pollard v. Bell*, 8 Term Reports 424, where it was laid down that it is not competent to one nation to add to the law of nations by its own arbitrary ordinances without the concurrence of other nations! Against the view which I hold, viz. that provisions are by the law of nations only conditional contraband, and that they were so regarded by the signatories to the Treaty of Paris, 1856, it was urged that notwithstanding that treaty the French when engaged in hostilities against China in 1885 intended to treat as contraband all shipments of ice destined to the open ports north of Canton. That fact, however, only amounts to this: that on that occasion France proposed to act in a manner which, had she been called upon to defend, she would have found difficulty in justifying, in the face of the declaration under the Treaty of Paris to which she was a party. Fortunately preliminaries of peace were settled before any seizures were in fact made by the French, and so the intended action of France cannot properly be drawn into a precedent against the principle enunciated in *Pollard v. Bell*. It is moreover to be remarked in connection with this intended action on the part of France in 1885 that her right to make provisions unconditional contraband was at the time denied by Great Britain. In *Pollard v. Bell*, decided in 1800, a French Prize Court, France then being at war with Great Britain, and Denmark being neutral, condemned a Danish ship on the ground that she was at the time of capture carrying a Scotchman as supercargo in violation of an ordinance by which it was declared that all ships should be confiscated "wherever there shall be found on board a supercargo, merchant, commissary, or chief officer being an enemy." In dealing with the ground assigned by the French Court condemning the ship, chief Justice Lord Kenyon said "this is one of the numberless questions that have arisen in consequence of the extraordinary sentences of condemnation passed by the courts of Admiralty in France during this war . . . to a question asked in the course of the argument, what are the rules on which the Courts of Admiralty profess to proceed, I answer, the law of nations, and such treaties as particular states have agreed shall be engravened on that law. It was said by the defendant's counsel that an ordinance has the same force as a treaty, but without stopping to enlarge on the difference between them it is sufficient to say that the one is a contract made by the contracting parties and that the other is an ex parte ordinance made by one nation only, to which no other state is a party; and I concur with Lord Mansfield in opinion that it is not competent to one nation to add to the law of nations by its own arbitrary ordinances without the concurrence of other nations." Continuing, his lordship said "let us see what was the foundation of the condemnation in the French courts. It is stated that by their ordinance all ships are to be confiscated whenever on board those ships shall be found a supercargo, merchant, commissary or chief officer being an enemy, but I say they had no right by making such an ordinance to bind other nations." What was the ratio decidendi in this case? The decision was based on the ground that the French courts had, in accordance with a French ordinance which was opposed to international law, decided that a ship was liable to be condemned merely because she carried on board an officer whose nationality was that of the enemy. Such then was the view expressed by Lord Kenyon as to the value and effect of a

French ordinance which, departing from the recognised custom of nations, decreed that a ship might be condemned merely because she carried an officer of the nationality of the enemy. Applying the principle of that case to the present case, I say that the Russian declaration including provisions among the list of articles absolutely contraband and so departing from the recognised custom of nations had no binding effect upon other nations, and consequently could not excuse the non-performance of the contract under the charter party between the Osaka Shosen Kaisha and the owners of the *Prometheus*. It was contended on behalf of the owners of the *Prometheus* that the term "law" as applied to this recognised system of principles and rules known as international law is an inexact expression, that there is, in other words, no such thing as international law; that there can be no such law binding upon all nations inasmuch as there is no sanction for such law, that is to say that there is no means by which obedience to such law can be imposed upon any given nation refusing obedience thereto. I do not concur in that contention. In my opinion a law may be established and become international, that is to say binding upon all nations, by the agreement of such nations to be bound thereby, although it may be impossible to enforce obedience thereto by any given nation party to the agreement. The resistance of a nation to a law to which it has agreed does not derogate from the authority of the law because that resistance can, perhaps, be overcome. Such resistance merely makes the resisting nation a breaker of the law of which it has given its adherence, but it leaves the law, to the establishment of which the resisting nation was a party, still subsisting. Could it be successfully contended that because any given person or body of persons possessed for the time being power to resist an established municipal law such law had no existence? The answer to such a contention would be that the law still existed, though it might not for the time being be possible to enforce obedience to it. My answer to the first question put to me by the arbitrator must therefore, for the reasons I have given, be (1) that the cargo intended to be loaded by the charterers on the steamship *Prometheus* was not contraband of war within the meaning of the charter party; (2) that the Russian declaration constituting provisions unconditional contraband was not binding upon neutrals who were no party thereto, and consequently has no bearing upon the construction of the charter party between the Osaka Shosen Kaisha and the owners of the ship *Prometheus*.

The remaining questions, the second and third put to me by the Arbitrator, present no difficulty. With respect to the second question, in my opinion the engagement of the *Prometheus* by the Osaka Shosen Kaisha for employment in the Japanese coasting trade, that is to say in the interport trade of Japan, was in no sense illegal. The propriety of such voyaging was never questioned by anyone until the solicitors for the owners took the point before the Arbitrator that the interport trade of Japan was a privileged one; and that consequently it was illegal for the neutral ship *Prometheus* to engage therein during the existence of hostilities. In other words, that such trading came by analogy within the principle of what is known as the rule of the war of 1756 rendering the ship liable to be captured and taken to a Russian Prize Court for adjudication! It is not necessary to consider whether the rule of the war of 1756 is obsolete, as contended by Mr. Sharp, or not; for in my opinion even if it were in full force and effect it would have no application to the facts of this case. To have made that rule apply, the ports traded to must have been totally closed before the war to all but Japanese subjects; and must only have been opened to others after the war, and because of the pressure and necessity of the war due to the preponderating naval supremacy of the belligerent enemy. In point of fact no such pressure and necessity has existed in this war on the part of Japan. Owing to the fortunes of war the naval forces of Japan have from the outset of the war gained an ascendancy securing immunity to her ports and the naval force of the enemy. It is found that

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by the Arbitrator that since a time prior to 1894, that is to say for a period of ten years previous to the charter of the *Prometheus*—foreign vessels, meaning thereby vessels other than Japanese, have been allowed to trade freely under treaty with certain ports ordinarily known as Treaty Ports, and under special licence with certain other ports known as non-treaty ports; and it appears as a further fact that the Osaka Shosen Kaisha had permission from the Japanese Government before the outbreak of war to employ foreign ships in trading to non-treaty ports. The Arbitrator adds that this privilege was extended by Japan to foreign vessels irrespective of the question of peace or war. I entirely concur in this finding, which is supported by clear documentary evidence. In my opinion, trading under the licence of one belligerent given under such circumstances does not render a neutral ship liable to capture by the other belligerent. My answer to the second question is that the line on which the Osaka Shosen Kaisha intended to employ the *Prometheus* was not a 'privileged' one; and that, at the time when the master of that ship refused to load provisions for a voyage to Japanese ports between Kobe and Formosa, it was lawful for that neutral ship to engage in that trade.

Coming now to the answer to be given to the third question put by the Arbitrator. It is contended on behalf of the owners that whatever may be the true meaning of Contraband of War, and whatever may be the proper view to take with respect to the validity or otherwise of the Russian Declaration making provisions unconditional contraband, yet as Russia had as a fact, whether rightly or wrongly, declared provisions unconditional contraband, and as the *Prometheus* would as a fact, rightly or wrongly, have been captured if found by a Russian cruiser carrying provisions, and have been taken to a Russian Prize Court for adjudication, it was, in view of the exception in clause (1) of the charter party with respect to "arrest and restraint of Princes, Rulers, and Peoples," the duty of the charterers to refrain from loading on the *Prometheus* anything that would or might render such ship liable to be captured and taken in for adjudication; and that if the charterer in disregard of that alleged duty offered cargo the carriage of which would render the ship liable to such restraint, it was the right and the duty of the Master to decline to receive and load, and if already loaded, to unload such cargo. It may be conceded that where there is as a fact a risk of capture, such risk would amount to a "restraint of Princes" within the exception in clause (1) of the charter party, whether the capture would or would not be lawfully made, i.e. made in accordance with international law; but to entitle the owners of the *Prometheus* to the benefit of that exception, the risk apprehended must have been so direct and imminent as to render capture almost certain. The cases do not go beyond this, that the Master of the *Prometheus* might have unloaded as he did at Kobe had he had a reasonable apprehension of his ship being captured had he attempted to sail from Kobe with the goods on board. There was however at the time he unloaded and refused to carry provisions no cause for such apprehensions on the part of the Master. Japan had at that time secured a naval superiority which must have or should have freed the Master from any such apprehension. There were at that time practically no Russian ships available for making captures, and none had as a fact ever been made on the trade route which the Master was directed to follow. The case of the Nobel Explosive Company v. Jenkins and Company does not apply, for in that case there was, at the time that the Master refused to sail with the Plaintiff's goods on board, a serious danger of their being seized and confiscated by the war ships of the belligerent enemy then lying in and around the Port at which he landed such goods. He was therefore under such conditions justified in landing the goods and in refusing to carry them. In the case just quoted the Master had a reasonable and well-founded belief that the vessel if she sailed with the plaintiff's goods on board would be stopped and the goods confiscated, whereas in the present case the Master of the *Prometheus* had no ground for entertaining any such belief; and as a matter of fact did not en-

ertain any such belief. The special case will now be remitted to the arbitrator, who will guide himself in making his award by the answers which I have given to the question put by him to me.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 22nd November.

MEN COME AND GO.

Mr. James Scott returned to Canton yesterday, after an absence of eleven months at Home. Mr. Campbell, whom he relieves, is to go to Swatow. The French and German Consuls here are also new arrivals, and the Commissioner of Customs, Mr. Mayers, has not been here long. The "floating" character of outport population is well illustrated by these changes.

THE VICEROY

has not yet returned from Kwangsi province and it seems unlikely that he will do so for some time. He has just sent a large order for arms and ammunition for his troops to the authorities here. The Governor (whose office, it is rumoured, may be abolished) is in charge, and he will take over the seals of office from the Hoppo on the 1st of the 11th moon (7th December). The coming abolition of the famous office of Hoppo has already been announced in your columns.

THE REGATTA,

which is to be held on Friday and Saturday afternoons, promises to be more successful this year than last. Arrangements have been made providing for the comfort of visitors, and these include a grand stand on the north side of the river. The racing should be interesting, though hopes of beating Hongkong are scarcely entertained here.

CANTON CLUB.

The "Yellow Peril" received a severe shock here last night when it was decided by a majority composed chiefly of Germans that no Asiatics are to be admitted as members of the Canton Club. This step (an amendment to one of the new rules now being drawn up) seems to be quite gratuitous, as anyone not desired as a member can be prevented from joining in the usual way. However, it seems a waste of time to discuss this question after the fact. Your readers will form their own opinions on the subject.

EDUCATION IN CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 17th November.

Some information as to the number and character of schools where foreign subjects are taught here may be of interest to your readers.

I am not very well versed in the details of missionary educational work, which is, I believe, mostly elementary. There is a large school for girls in connection with the American Presbyterian mission at Kukshan, but English is not taught. The Christian College, which has lately moved from Macao to the island of Hoiang, is well staffed, and gives a good practical education in many branches; its work and influence should increase rapidly. The work at this college is only educational; but all the missions engage in educational work as well as in Christian and philanthropical.

Of secular schools with foreign-staff there are at present only two—the Tung Men Kun and the Ellis Kadoorie school. The former, a Government school, has been in existence for forty years and has turned out some prominent men. It possesses four departments. English, French, Russian, and Japanese, of which the English is the oldest. At this school there are some 200 students, mostly Manchus and Bannermen. Under the new regulations a B.A. degree, which qualifies for the holding of magisterial office, can be obtained at the end of five years.

The Ellis Kadoorie School is in Honam. There was formerly another branch in the Western Suburbs, but this school was closed recently. The present establishment has 200 boys on its books, and is doing well.

Apart from these two there are the Great School, or university, and the Middle

School, in the Western Suburbs. English is taught at these two schools by Chinese, and they are not unqualified successors from all accounts. Among smaller schools may be included the Manchu and Bannermen schools, of which there are four. Here English is taught by alumni of the Tung Men Kun, for which these small schools prepare young scholars.

This list exhausts the number of institutions where general foreign subjects are taught. There still remain, however, three technical schools. Outside the East gate is the military college, where a hundred young Chinese gentlemen are taught the rudiments of the art of war by a staff of Japanese officers. The director of this college, Taotai Chou, has earned notoriety as a martinet. Stories of his severity and even cruelty are circulated in the native press, but I find on inquiry that these are exaggerated, the truth being that any discipline is obnoxious to the Chinese, so Chou, who has been described to me as a very smart and efficient man, is maligned. The naval college at Whampoa, which has been in existence for some years, hardly needs to be mentioned, while full details have lately appeared in the Hongkong papers about the new Medical College, where a thorough technical education will be given. The advantages of this new work cannot be overestimated. I know from personal experience how greatly the Chinese appreciate a good doctor, and when they find their fellow-countrymen with genuine medical degrees, they will be only too willing to use them. There are at present only twelve scholars at the college, but the numbers will swell, and at the end of four years the South will be supplied with certificated native medical men, who will help to diffuse Western learning among their brethren.

The Ecole Pichon, where French is taught is the only institution of its kind here. With this the list closes. It is none too large, but of late years there has been a great increase in the number, and there is no doubt that every year sees a growing number of young Chinese who are able to write and speak English fairly well, while the Christian College and the new programme at the Tung Men Kun give great promise for the future.

PAKHOI.

[FROM OUR CORRESPONDENT.]

16th November.

STRANDING OF THE "CHUNSHAN."

The s.s. *Hailan*, Capt. Anderson, arrived here on the morning of the 12th inst., with the sad news of the stranding of the British steamer *Chunshan*, Capt. Lawlor, in the Hainan Strait, which took place on the 9th or 10th inst. The *Hailan* reports that on her way from Hongkong to Pakhoi direct she met the *Chunshan* entangled on the sand bank, flying signals of distress. As the *Hailan* was fully loaded she could offer no other assistance but to save the lives of those on board the stranded vessel, which offer was immediately accepted. For this purpose the *Hailan* remained by the wreck for over two hours to wait for the shipwrecked crew to be dragged on to her when the tide was slack, as owing to strong current the *Hailan*'s boat could not reach the wreck. Seven European members of the crew preferred to remain by their ship, but Capt. Lawlor requested Capt. Anderson to telegraph to the agent in Hongkong (Messrs. Bradley & Co.) for assistance, which was done immediately the *Hailan* arrived here. The *Chunshan* was on a voyage from Hongkay to Hongkong, with coal, of which she has 2,700 tons on board. The pilot is said to have taken the vessel the wrong side of the buoy. She is now lying some three-quarters of a mile from land and between the red buoy and the shore, with big rollers washing from side to side. It is feared that with this spring tide, and with the prevalence of the N.E. monsoon usual at this time of the year, the *Chunshan* will be a total wreck.

THE WEATHER

is fine and cool just now, with thermometer at 60 degrees Fahr. in the morning, but up to the evening of the 14th instant it was very hot for the season. On the night of the 14th inst., however, it began to blow a hard N.E. gale,

which continued throughout the 15th, preventing the work on board the *Hailan* being resumed, as she brought, amongst other cargoes, some 200 tons of Japanese coal for the Chinese Government.

MACAO.

[FROM OUR CORRESPONDENT.]

MACAO, 20th November.

MILITARY "BELIEFS."

S. Thomé, a steamer of about 1,500 tons, belonging to the "Empreza National," has been chartered by the Portuguese Government to bring 300 soldiers to this place and take back about 160 time-expired men. The vessel is expected here about the middle of December next, having sailed from Lisbon on the 10th instant.

COMING EXCITEMENTS: ALLEGED MISUNDERSTANDING.

Great preparations are being made for the religious festivities. A great number of arches are already to be seen in the Praya Grande, Penha and Guia, with many pillars and posts for illumination, and the whole town is preparing for a ball to be given on the 26th. The priests are under the impression that the forthcoming ball is in opposition to the religious festivities. They cannot understand why Chinese have also been asked to contribute to the ball fund, which is already large. The ball promises to be a grand affair. Yet a hitch or something must have occurred among the Committee, because the naval officers who formed part of it have all resigned.

MISTIMED MUS.C.

The Military Band continues to play at a very unpopular time. Last Thursday there were very few in the Avenida to listen to the music. In the first hour there were but one or two Europeans and half a dozen Chinese present.

NEW HOTEL FOR KOWLOON.

The "Station Hotel" (Tsim-Tsa-Tsoi) is to be erected on Kowloon Inland Lot No. 402, and will front on Robinson Road. This Lot has a frontage of 100 feet to Robinson Road and a depth of 150 feet. The design shows a three storied building on front wing, and four storied to north and south wings. Each wing has wide verandahs to permit of every room having verandah accommodation. The front verandah is surmounted with towers, and the facade will have an elegant appearance. Eight European shops will be erected on the opposite side of Robinson Road, so that in all probability this part of Robinson Road will be the business centre of the future. The splendid position of Lot 402 demands that a fine building should be erected, and we are told the owner is sparing no expense to ensure the building being made as imposing as possible. The hotel will contain public bar and billiard room, private bar and billiard room, office, two dining rooms; and 44 large, airy, and well-ventilated rooms suitable for bedrooms, parlours, etc. The total number of rooms for public use will consequently be 51, exclusive of roomy servants' quarters, kitchen, pantry, larder, scullery and laundry. There will be ample bathroom and lavatory accommodation with up-to-date sanitary appliances. Electric passenger and food lifts, electric lighting and bells will be installed as well as gas lighting. Everything will be done to make the hotel thoroughly modern and worthy of the constantly growing Kowloon side. Rolled steel joists and concrete fire-proof flooring will be extensively used in the structural work. The directors are all gentlemen of good position, and the hotel will be under European management. The plans and specifications have been prepared by Mr. John Lemm, F.I.A. Architect. The work will be commenced shortly, and carried out under his supervision to as speedy a completion as possible.

The *China Review* reproduces "some remarks very justly made" by this journal on a recent gambling case, "with a hope that these may prove a warning to some, and arrest a career that must assuredly end in ruin, if continued." Our contemporary states that it is aware of high play going on at Tientsin, "many young men having incurred large indebtedness."

HONGKONG ODD VOLUMES SOCIETY.

ANNUAL MEETING.

The annual meeting of the Hongkong Odd Volumes Society took place at the office of Mr. H. E. Pollock, K.C., No. 18, Bank Buildings, on the 21st instant. Mr. Pollock presided.

The CHAIRMAN said—Gentlemen, there is not much to be said with reference to the report and statement of accounts. It has been in your hands some time. You will see that the balance in hand is \$195.89. It is not a very large balance to start the coming season with, and therefore I am anxious to get new members for the coming season. You will see from the report that Sir Matthew Nathan has kindly consented to be President, in succession to Sir Henry Blake; and you will be pleased to hear that Major-General Villiers Hatton and the Hon. F. H. May have agreed to take over the duties of Vice-Presidents. Mr. May, also, has kindly promised to give a lecture on "Irish Characteristics." I hope the members will come forward with lectures, and persuade their friends to come and give lectures also.

Mr. E. D. HASKELL proposed, Mr. D. E. GUBBAY seconded, the adoption of the report and accounts. This was done by a show of hands.

Mr. POLLOCK said that the next business is the election of officers. He was quite sure that he was only voicing the opinion of the members present when he said that they were very fortunate in having secured Sir Matthew Nathan for their President and Major-General Villiers Hatton and Mr. May for their Vice-Presidents. Just to have the matter in formal shape, however, he put their election to the meeting.

Mr. NEWMAN MUMFORD seconded, and it was carried.

Mr. POLLOCK said that the only other business was the election of the Hon. Secretary. Mr. Newman Mumford had very kindly acted as Hon. Treasurer since Mr. Purcell's departure from the Colony. He could say from his own experience that Mr. Mumford had thrown all his energy into the work. He proposed that Mr. Mumford be elected as Hon. Treasurer for the ensuing year.

Mr. GUBBAY seconded and it was carried.

Mr. GUBBAY proposed, Mr. HASKELL seconded, and it was carried, that Mr. POLLOCK be asked to continue as Hon. Secretary.

Mr. POLLOCK thanked them. He had been Hon. Secretary off and on for over ten years past, and always experienced difficulty in getting lecturers to come forward. Now they had got competitors, the Union Church Literary Club, which had very successful meetings. The Y.M.C.A., also, were getting up lectures. This, however, must not make them discouraged, but ought to move them to fresh efforts and stimulate them to retain their place as a literary and lecturing institution.

Mr. NEWMAN MUMFORD said it was pleasing to know that they had such a man as Mr. Pollock for Hon. Secretary. He proposed a very hearty vote of thanks to Mr. Pollock (Applause).

Mr. POLLOCK again thanked them. He hoped it would not be left to him alone to make their meetings a success during the winter season before them.

THE FIRST LECTURE.

The 22nd inst. Mr. J. Dyer Ball gave a very interesting lecture under the auspices of the Hongkong Odd Volumes Society, on "The Origin and Progress of the Chinese." The lecture, which was given in the former Chamber of Commerce Room at the City Hall, commenced at about half-past five. The Hon. F. H. May, C.M.G., was in the chair, and there was a very fair attendance of members and their friends, including many ladies. H.E. the Governor, president of the Society, was also present.

The Chairman, in introducing the lecturer, said that they all knew of Mr. Dyer Ball's knowledge about China. The subject was of great interest to all of them present, living, as they did, on the very threshold of the Chinese Empire. (Applause).

The Lecturer said he had some difficulty in compressing four thousand or more years of history into one hour. The records, indeed, went further back than that, but people were

now sceptical about such ancient history. He spoke of ancient Chinese government and civilization, and its beneficial effect on both the Chinese themselves and on those immediately around them. Some believed the people of China to have a Babylonian or Accadian origin, but doubts were entertained on that subject—proof was lacking. He gave a short account of what the Chinese thought of ancient times. When their people first came to the country they absorbed some of the aborigines, and drove others into the mountain fastnesses. There were reminiscences of the aborigines in the boat population at Hongkong. The mythical period covered from forty-five thousand to five hundred thousand years, commencing with the creation of the world. There were three discoveries the credit for which no nation had had the audacity to try to wrest from the Chinese—porcelain, lacquer ware, and the manufacture of silk. In the time of the great Yu, roads and lanes, and vessels for the pathless sea, were first made. One account of the origin of boats was that the people got the idea from seeing leaves floating on the water. The population of China about that time was only one or two millions. The Yellow River and Hunan were brought under civilization, but the other parts were jungle affording lairs of wild beasts. There were no roads—only the tracks of animals. During the time of Yao Shun—the Golden Age—to keep a prisoner one only had to draw a line around him—he would not try to escape. On the other hand, however, there were bad rulers. One of these cut the legs off a woman who, in very cold weather, was wading in the water to get fish from the river, to see if the marrow in her bones was the same as that of other people. The lecturer reviewed the time when the Chinese, like the Peruvians, counted their time by knots in strings: then notches in sticks. This was the origin of the abacus. He dealt with the beginning of writing, the hieroglyphics, and the change from pictures and symbols to conventional forms. The lecturer spoke of the invention of ink, paper, and so on. He spoke about the man who made the first idols: about the compass, first mentioned in Chinese literature of the fourth century before Christ: about Confucius, Mencius, Laotsze, and other great men. Alchemy in China had developed into chemistry in the west, and charlatanism and superstition in the east. Feudalism brought about a more consolidated state of the Empire. The border was extended to the south of the Langtsze. Tsin Shu Huang Ti was the Napoleon of China. He built the Great Wall public defences and canals. Some of these works remained to this day. His destruction of books earned him the execrations of the literati. Parts of the books, nevertheless, were preserved in the minds of scholars, and so (with the few books safely hidden) much priceless lore escaped destruction. Mr. Dyer Ball referred to the Han Dynasty, the Tong Dynasty, introduction of Buddhism, and Ancestral Worship. It was merely guesswork as to the number of Buddhists in the world. He spoke of Chinese novels, of heroes and heroines; and of how the Chinese prized historical novels in their literature. The Chinese were nothing if not literary, yet there were a vast number of illiterate people in the country. The dark days of the middle ages in the West formed the brightest era in the East. Other subjects were the invention of gunpowder, and of printing. The last prince of the Sung Dynasty encamped in the New Territory of Hongkong. A large boulder with an inscription there, still to be seen, preserved his memory. Then came the Mongol conquest, and next the Ming Dynasty. During the Ming Dynasty the Portuguese Colony of Macao was founded, and Jesuit missionaries came to China. Foreign interference in China was another interesting subject; also the origin of the queue. The Chinese were making progress. The lecturer was optimistic enough to believe that anti-foreign feeling was dying out in Kwangsi and Kwangtung Provinces, as a result of the money subscribed by foreigners for the natives at the time of the recent famine. (Applause).

No one having any remarks to make, the Chairman said it only remained for him to thank Mr. Dyer Ball for his very excellent lecture. China was a very old conservative country, and did not like to change her ways. A poor man outside Peking, who on first sight

called him a foreign devil, showed him the graves of eighteen of his ancestors—and that was further than he could go back. The Chinese might be justly proud of their antiquity.

The Hon. Gershon Stewart proposed a vote of thanks for the Chairman.

HONGKONG AMATEUR DRAMATIC SOCIETY.

PERFORMANCE OF "DOROTHY."

The members of the Hongkong A.D.C. gave their first public performance of the comedy-opera "Dorothy" on the 19th instant, in the Theatre Royal, in the presence of His Excellency the Governor, and a crowded house.

The cast was as follows:—

CHARACTERS.

Squire Bantam Mr. W. M. Stewart
Geoffrey Wilder Mr. G. P. Lammert
Harry Sherwood Mr. L. J. C. Anderson
John Tuppitt Mr. T. Brand
Lurcher Mr. R. Sutherland
Lady Betty Miss Hazelton
Tom Strut Mr. C. A. Parker, R.N.
Dorothy Bantam Mrs. A. E. Fullerton
Lydia Hawthorne Mrs. Webb
Phyllis Tuppitt Mrs. F. Maitland
Priscilla Privett Mrs. Hall-Wright

CHORUS.

MESDAMES.—Armstrong, Andrews, J. Alves, Brand, Braithwaite, Bain, Chichester, H. Humphreys, Hance, Hooper, Jones, Mowbray Jones, Milne, Mitchell, Murray, Quinn, Shaw, and Seth.

MESSRS.—Butt, R.M., Chesney, R.E., Edwards, Garrett, Goetz, C. Hance, J. Hance, A. Humphreys, R.N., C. Humphreys, L. Lamme t, Meyer, Maddaford, Morton Smith, Philpot, Ruby, Sayer, Silas, Shaw, Sayle, H. Seth, S. Seth.

When the front cloth was rolled up for the first scene, it was evident that the piece was to be mounted with the thorough attention to detail for which the local A.D.C. is noted. The scenery throughout was not a bit amateurish. It was designed by Mr. H. W. Bird, and executed by the staff of the A. D. C. The back cloth in the first scene was a pretty landscape showing swelling meadows in harvest time. In the foreground a lot of sheaves of wheat or barley (from the front we could not decide which) were conspicuous. It ought to be pointed out that the scene is really laid in Kent, and that the fields would have been more appropriately hop gardens and the corn sheaves hop poles. As this is the only fault to be found with the scenery as a whole, the criticism need not be taken seriously. It is a point to be noted, however. Mrs. F. Maitland made a charming "Phyllis," and in her opening scene with Mr. C. A. Parker, R.N. (Tom, the rustic lover), gave the piece a satisfactory start. Both these parts are small, and it may be sufficient to say at once that both players did all they could to make them go well. They dramatised their scenes and singing with considerable ability. Later in the play, when Mrs. Maitland had her solo to sing, "The time must come when I must yield," the lights unfortunately went wrong, and the singer was almost invisible in the second verse. The number was rendered with considerable feeling, by a well-trained voice.

The advent of Mrs. A. E. Fullerton and Mrs. Webb, as "Dorothy" and "Lydia" respectively, was hailed with applause. Both looked charming in the dainty costumes which are conventionally supposed to belong to the peasantry of the period. Mrs. Webb's make-up was perhaps just a trifle overdone. Dorothy's solo "Be wise in time," and the refrain, were capitally done, Mrs. Fullerton having a sweet voice, and great vivacity. She imported just the right amount of archness into the warning to the matrimonially inclined "Phyllis."

Messrs. G. P. Lammert and L. J. C. Anderson came on as "Geoffrey Wilder" and "Harry Sherwood" respectively, and looked the parts. Mr. Lammert looked particularly well-dressed and handsome, but to his companion must be given credit for the most vraisemblance he had that clean, finished, "school" voice which one expects to appertain to a Society "buck," and his enunciation was at all times, in the speaking parts, almost reminiscent of Hayden-Coffin in the same rôle.

Mr. Lammert's always pleasing voice sounded, after it was moistened in the drinking scene, richer and sweeter than we had previously heard it. In that exquisite ditty, "With such a dainty dame," he was quite at home, and even hat terrible B flat in the second verse was nothing to him. Indeed, we rather incline to the belief that he went higher than he should have done, and attacked B natural. It sounded a little sharp.

Mr. Anderson's solo came much later, in the second scene, the well-known "Queen of my heart" at the door of Dorothy's chamber. This song, by the way, to which the piece undoubtedly owed its popularity, was composed and published years before by Mr. Cellier, but failed to emerge from obscurity. When he changed the words, and imported it into "Dorothy" it leaped at once into popular esteem. Mr. Anderson has a nice voice, as we have said, and his enunciation was beautifully clear; but he seemed a little "breathy" in the refrain. He must also pardon us for suggesting that while he gave adequate expression to the pleading and pathos of the verses, he didn't seem to appreciate the motif of the refrain. As we understand it, the refrain, for which the tempo is much accelerated, should be given a kind of reckless, devil-may-care, or "maskeeh" expression. "Why wait for to-morrow? Let's be happy now, Dorothy." Mr. Anderson sang it with gestures as if he were giving Kipling's "Pay, pay, pay," or something of that order. However, it was an enjoyable item, and the vocalist (if he take note of the point for future performances) will have absolutely nothing to be ashamed of.

By the way, for the sake of future occasions, Mr. Lammert really should watch that trick of running one word into another. It is sometimes very hard to avoid, of course, but if he realised how much one of his contributions was marred by these liaisons, he would thank us for the hint.

Mr. R. Sutherland is evidently a prime favourite with Hongkong audiences, unless it was his very funny make-up that secured him such an ovation when he appeared as "Lurcher," the Court sheriff. For some reason or other, in all the Lurchers we have seen, and particularly amateurs, the music of the bailiff's song seems to count for nothing. "Business" is everything. Mr. Sutherland was certainly at home in his "business," too much so at times, as his gags were occasionally allowed to misplace necessary cues. They were not always as fresh and unspotted from the world as they might have been. The libretto itself contains some quips that ought to be decently interred, but Lurcher's reference to a method of getting into a theatre without paying was long ago buried, and now betrays all the indications of advanced decomposition. Those who were not present may imagine this comment portends some impropriety. The only thing the matter with it was its venerable age. The only vulgarity in his business belongs to the original, and he cannot be held responsible for it. In the scene where the villagers handle him roughly, threatening to put him "under the pump," he was particularly good; and as the inebriated secretary at Chanticleer Hall he was better. He ought to get some new jokes, and rehearse them. Real gagging, unless discreetly introduced, is unfair to the others, unless they be professionals.

In the quartet, "we swear to be good and true," everything was satisfactory. We might make the reservation that Lydia might with advantage have been more responsive to Sherwood's wooing. In the impassioned parts where he flops on his knees and seizes her hands, he had to go fishing for her hand, and when he caught it, he used it like a pump handle.

The scene at Chanticleer Hall was brilliant. The mounting, the dresses, the grouping, were all splendid, and reflect the greatest possible credit on stage manager and performers alike.

The Squire (Mr. W. M. Stewart) in the fine toasting, sang well, in really pleasant voice; and acted his part very suitably. In the subsequent incidents of the scene, the influence of stage direction was again apparent. The ideas of the author—such as they are—were conscientiously adhered to by all and sundry.

Mrs. Fullerton had further opportunities in "What sense is o'er" and in the hunting chorus, and was again fascinating. The "tally

ho" chorus was excellent, the voices well balanced, and the male element preponderating in the right place.

Mrs. Hall-Wright as "Priscilla" looked particularly charming, and made the most of her minor part, which she very wisely refrained from burlesquing. Her stage presence and walk indicated considerable experience on the boards and she "played up to" Lurcher in a way that must have greatly assisted that humorous gentleman.

The other quartet, "O! fly not yet," was as pleasing as the first. The music all through was of a very high order, and as there is very little opening for real acting in such production, this may be considered to mean success.

The orchestra, under the direction of Mr. A. G. Ward, was composed as follows:

Pianoforte Mr. W. A. Courtney.

1st Violins Messrs. Barlow, Hickman, and Xavier.

2nd Violins Messrs. Alves, Marin and Rozario.

Viola Mr. F. Gonzalez.

Cello Mr. P. L. Miller.

Basso Dr. J. Swan.

Flutes Mr. J. Osmund, and Lance Corp.

Carbury, S.F.

Oboe Mr. Anderson.

Clarionets Messrs. Murray and Tuxford.

Bassoon Sergeant Carbury, S. F.

Horns Lance Corp. Tucker, S. F., Mus.

Curts, S. F.

Cornets Mus. Hammond, S. F., Mus. Gib-

-son, S. F.

Euphonium Sergt. Igles, S. F.

The "Houndsmen of the "Sherwood Foresters," by kind permission of the Colonel and Officers of that Regiment.

The dancing, arranged by Mr. G. A. Caldwell, was of a simple character. The ball scene was the best, and the comparatively easy steps of the other ladies, in the "old women" scene, were gracefully gone through. The said old women, by the way, might try to cultivate a weaker, more quavering voice for their chorus. Their voices were startlingly youthful and round, coming from such ancient looking crones.

The audience throughout was most appreciative. Encores were demanded often than they were given, and shortly after midnight a very enjoyable affair was safely over. To Mr. E. W. Mitchell's management both players and public were alike indebted.

THE SECOND PERFORMANCE.

The Amateur Dramatic Club gave their second performance of Dorothy at the Theatre on 2nd inst. before a large audience, though there were many vacant seats in the dress circle. A distinct improvement upon Saturday's performance was noticeable, the leading performers having gained confidence and corrected many of the faults of the first night. It was regrettable that the sudden illness of the gentleman who had rehearsed the part of the innkeeper necessitated a change on the eve of the performance of the piece, and while we refrain from criticising the acting of the gentleman who at a moment's notice has been called upon to take the part, we may suggest that the prompter should not shout quite so loudly. He could be distinctly heard last night in the remotest parts of the house. On the whole the performance was excellent and applauded freely. A new joke was introduced by Lurcher to the effect that a man who was suddenly called upon to go into mourning found he possessed only a white suit. He took two turns round the Cricket field, and the smoke from the Naval Yard converted his suit from white to black. The hit was evidently appreciated.

The performance was repeated on the 23rd, 24th, 26th and 28th inst.

Mr. T. C. Swaby, whose sympathies were evidently all on the side of the Filipinos, read a paper to the Union Church Literary Club on the Philippines, the natives, and the alien conquerors. Several distinguished Filipinos were present, including Lito Lopes, Aguinaldo's agent in America during the trouble, Senor Poncę, (who has published manifestoes in Japanese, to enlist Japanese sympathy), Dr. Lukban, one of the founders of the short-lived Democratic Party in Manila.

THE SMOKING CONCERT.

Very punctually His Excellency the Governor appeared at the City Hall on the 21st inst. for the Interport Smoking Concert, and after a bar of the national anthem had been played, the Chairman (Mr. E. W. Mitchell) called upon the Band of H.M.S. *Vengeance* for the first item, a lively selection from "Hiawatha."

In addition to those at the numerous tables arranged on the floor, there were numerously auditors upstairs. One of the gorgeous flunkies from the "Dorothy" cast put up the numbers, and was greeted with ironic applause at each appearance.

The first vocal contribution was by Mr. F. Austen, who sang "Old Heidelberg," to Mr. Daniel's accompaniment. He has a nice, flexible voice, and when he gets more confidence, will probably develop into a real singer. He was more at home as the song proceeded, "producing" with better effect than in the opening lines.

A great burst of applause followed the chairman's announcement that Mr. Tozer would now sing, and his appearance (dressed for the part of a man who had been away on a "beanfeast") was greeted with yells of "Up Devon." He was in "great form," and a local hit he made at someone known as "the Count" awoke a joyous pandemonium. (Encore.) He next sang of the loss of a safety pin, and the company seemed quite concerned about it.

Of quite a different order was Mr. P. W. Goldring's contribution, a song entitled "My love is come," a carolsome ditty which he rendered with good voice and appropriate expression. Mr. Bovet was his accompanist. Being encored, Mr. Goldring, evidently a highly trained singer, sang "My Great Heart." In this he was not so happy.

Mr. R. Sutherland followed with a musical sketch entitled "Our Penny Reading." His imitations of the various performers were punctuated by gurglings of bottles. His imitation of a village sinner singing was excellent, and very funny. He was better still as the little boy reciting. The climax came with the wooden-armed man's recitation.

The naval band then played "Populonia," apparently a coined word for "popular airs." While it was on, two of the cricket captains appeared and were cheered.

The exhibition of sparring by Messrs Armstrong and Franks was really well worth watching. It was a good match. Armstrong was a sweet tempered lad with a very quick counter, and a pretty left hand play for favourite. Franks was a stayer, and on the second round more than held his own. In the third and fourth, the points (if counted) would probably mostly have gone to Armstrong.

The band played "Choristers" during the interval. With Mr. A. G. Ward at the piano, Mr. G. H. Edwards sang of "the Dear Land." It was very carefully rendered, in a voice that reached every part of the hall, and evoked a hearty burst of applause.

The sailors' hornpipe by two real sailors, Messrs. Halton and O'Leary, was a very popular item, that secured repeated plaudits, and an encore.

Amid cries of "Good Evans," Mr. A. R. Evans came on to sing a comic song. It was about a series of annoyances he experienced just as he was retiring for the night. He was dressed in a quaint "knockabout" costume, and had a very professional manner of making his points. He had to sing again, and gave a clever imitation of George Robey, which greatly delighted the company.

The next item was the Hussar's chorus and dance from "His Excellency," by ten gentlemen. These gallant warriors, transformed into ballet girls by an eccentric governor, did some novel figures. After this item, advanced from its place in the programme to permit His Excellency to see it, the real Governor left, while another verse of the national anthem was played. Three cheers and a tiger were given for His Excellency.

Mr. G. P. Lammert had an ovation when he made his bow before singing "Queen of the Earth." He sang the fine old song splendidly; it was decidedly the most musical event of the night. He got a beautifully rounded tone for that rather exacting penultimate note in the finale, and had an undeniable encore. He

responded with "Songs of Araby," a song in which he always figures to advantage. It suits his voice, and he has absorbed the spirit of the composition.

Quite a change was the next event, the conjuring by Mr. L. H. Branson. It was described by the Chairman as "a great treat." It was really conjury of a high order, as the complete silence each trick secured seemed to show. The silence was broken at the end of each one, by tumultuous applause.

Mr. P. W. Goldring reappeared, amid great applause, to sing "Simon the Cellarer," in much better style. The refrain was caught up enthusiastically by the crowd (Encore.) After this song "Boy" was in great demand all over the room. A sailor-man, Mr. Millar, with the assistance of five of his mates, gave an exhibition of hypnotism. After this Mr. Mitchell's health was toasted, and that gentleman suitably acknowledged the compliment. He threatened to send a Hongkong eleven to Singapore that would beat the Straits team. They needed a beating. (laughter). He proposed the toast of "the visitors."

The programme was finished with a lively song by Mr. Sutherland (in Scotch, without soda) and a "honeymoon march" by the Band. Mr. Sutherland's effort required an encore. He sang a tribute to the bassoon, with the aid of some strange reed instrument.

The health of Mr. A. R. Lowe, the Hongkong Club's popular secretary, was toasted, and a very merry company dispersed shortly after midnight.

DEATH OF AN OLD AMERICAN NAVAL OFFICER.

FORMERLY WELL KNOWN IN THE FAR EAST.

The American Navy journals, brought by the mail steamer *Express of Japan*, announce the death of Paymaster Edward Norman Whitehouse, U.S. Navy (retired), at Varenna, Lake Como, Italy, on the 20th of last month. At one time Paymaster Whitehouse was a well-known and familiar figure among Army and Navy men and the foreign official residents in the Far East, and had a wide circle of acquaintances among English military men everywhere. He served a full cruise in the historic old *Monocacy*, during the seventies, and was wrecked in the gunboat *Ashuelot*, on the Lammock Rocks, outside of Amoy, in 1884. Since his retirement, in 1898, Paymaster Whitehouse had resided almost continuously in Europe, mostly in Switzerland, where his wife was buried in 1897. His niece, Lady Ramsay, a daughter of William Fiugh Whitehouse, of Kent, England, and her husband, were with him when the end came, after a brief illness. Three brothers survive him, one of whom is Cope Whitehouse, the celebrated Egyptologist. Paymaster Whitehouse, born sixty-three years ago in New York City, was a graduate of Columbia College, and a member of an ancient and wealthy Anglo-American family, being a son of Bishop Henry John Whitehouse, one of the most learned and brilliant prelates of the Episcopal Church in America, who received honorary degrees from Oxford and Cambridge Universities, and was the intimate friend, for many years, of the great English Churchman, Dr. Arthur Penrhyn Stanley, the good and gentle Dean of Westminster.

Paymaster Whitehouse entered the Navy as an acting assistant paymaster in December, 1862, and was assigned to duty in the river ironclad *Choctaw*, in which vessel he experienced much hard service and saw a deal of fighting, in the backwaters of the Mississippi River, during the Civil War. Porter's "Gunboat Squadron," as it was called, was constantly employed "driving the enemy" from the banks of the Yuzoo and Red Rivers; and in those fierce encounters, which largely prevented the concentration of Confederate troops in those localities, and hindered them crossing the secluded waterways of Louisiana, the *Choctaw*, commanded by Lieutenant (now Rear-Admiral) F. M. Ramsay, became famous. He also served before Vicksburg, and in many minor engagements during the closing period of the great War for the Union. When peace finally settled over the land, instead of returning to civil life

and law studies, as was contemplated, he decided to remain in the Navy. After various promotions, and service chiefly on the North Atlantic, European, and Asiatic stations, he attained the rank of Paymaster in 1877; and for a time, during the administration of the late William C. Whitney, as Secretary of the Navy, he was acting Paymaster-General of the Navy.

Such is the record, briefly written, of the recently deceased officer; but it remains to be said, when considering the performance of all his duties, and the high character of his personal qualities, that "Ned" Whitehouse, as he was affectionately called by his intimates and comrades of long ago, was like unto that most noble Chevalier of olden time, for whose shield was written, *Sans peur et sans reproche*. For always, in him, was the gentleman apparent. "We must be gentle, now we are gentlemen"; and those words of Shakespeare's might properly be transcribed for his maxim, to meet the circumstances of daily life. But there are no words to manifest the aching void, the utter grief, that appals the solitary figure left alone in the by-way, who has travelled with him in the happy sunshine, and walked with him through the shadows in the Dark Valley; who has been privileged to share in his loyal friendship, his tender sympathy, and his never-ending kindness, for a period of time that is approaching half a century.

THOMAS GIBBONS, U.S.N.

HONGKONG SANITARY INSTITUTE.

:0: PRESENTATION OF CERTIFICATES.

There was a fair attendance at the City Hall on the 25th instant, when His Excellency the Governor presented the certificates secured by members of this Institute for Sanitary Science. Dr. Atkinson and Barnett and Messrs. Hewett and Ough were seated on the platform with His Excellency.

Dr. ATKINSON explained the objects of the Sanitary Institute, and described the growth of this institution from its inauguration till the present time. Its success was due in a large measure to the efforts of the secretary (Dr. Barnett) and the Assistant Secretary (Mr. Carter). (Applause).

His EXCELLENCY the GOVERNOR, after presenting the successful candidates with their certificates, said:—I look upon this ceremony, which I have been invited here this afternoon to perform, as one of the most important since I have been in Hongkong. The future prosperity of this colony depends largely on the extent to which we are able to eradicate diseases which disorganize labour and put obstacles in the way of our intercourse with other countries. The speaker then described the picture of the plague ten years ago drawn by Sir William Robinson, the then Governor, and said there was no more melancholy sight than that presented by the City of Victoria at that time. Each succeeding year has added to the plague death roll, and has also seen some change in our procedure for the prevention of plague. That is, by sanitation of the town. The sanitary worker, in striving to obtain physical purity in any place, must make himself conversant with physical impurities and work in impure conditions. In so doing he establishes a strong claim on the respect and gratitude of the community in which he works. I take pleasure in being here to-night to give the certificates to those who have gained them from the Royal Sanitary Institute which, as Dr. Atkinson said, has recently been put under the patronage of our King. (Applause). Before sitting down I would like to remind gentlemen present that the establishment of the Hongkong branch of the Sanitary Institute was largely due to the suggestion of our present acting Sanitary Surveyor, Mr. Carter, a man who, both from European and Chinese testimony, is serious and earnest in what he does. (Applause). I should like also to express the hope that Sanitary Inspectors will emulate him. Mr. Hewett proposed a vote of thanks to His Excellency for presiding, which was carried and responded to. The following is a list of the candidates who were awarded certificates:—

For Practical Sanitary Science: Patrick A. Cunningham, Robert Edwin Hemmings, John Lemm, and Arthur P. Samy.

November 28, 1904.

For Inspectors of Nuisances:—R. Bennett, G. W. Coysh, H. J. Gidley, S. Gidley, J. T. Longstaff, G. Morphew, J. Reidie, and W. H. Woolley.

THE CHINA TRADERS' INSURANCE CO., LTD.

Report for presentation to the shareholders at the thirty-eighth ordinary meeting, to be held at the Company's Offices on Tuesday, the 6th December, 1904, at 11 a.m.

Capital subscribed	... \$2,000,000
Capital paid-up	... 600,000
Reserve fund	... 900,000

The Directors have now to lay before the shareholders the accompanying statement of accounts for the year ended 30th April last.

The net premia amount to \$1,530,681.43, and the working account shows a balance at credit of \$481,311.78, which sum the Directors recommend be appropriated in the following manner:

A dividend of 18 per cent. to shareholders (\$4.50 per share)	... \$108,000.00
A dividend of 15 per cent. on bonus-bearing contributions (payable to contributors whether shareholders or not)	... 100,000.00
To transfer to reserve fund	... 50,000.00
(Raising the reserve to \$950,000)	
Balance to underwriting suspense account to close the year	... 223,311.78

\$481,311.78

DIRECTORS.

Mr. C. Michelau retired from the Board during the year; Mr. A. Haupt accepted the invitation of the Directors to rejoin the Board, and his appointment will be submitted for the confirmation of shareholders.

Messrs. A. J. Raymond and E. Ormiston retire by rotation and offer themselves for re-election.

AUDITORS.

The annexed accounts have been audited by Messrs. T. Arnold and H. U. Jeffries, who offer themselves for re-election.

EVAN ORMISTON, Chairman.

The accounts are as follows:—

STATEMENT OF ACCOUNT For the year ending 31st April, 1904.

ASSETS.	\$ c.
Cash in hand	34,676.02
Fixed deposits with banks in Hongkong	350,000.00
Invested in mortgages of properties	
in Hongkong	\$516,000.00
in Shanghai	316,073.05
Bonds of Chinese Imperial Government	
loan, 1886, 116 bonds at tael 250 taels 29,000	37,923.73
Hongkong and Kowloon Wharf and Godown Co., Limited, debentures	150,000.00
Shanghai Waterworks Co., Ltd., debentures	5,479.45
London branch:	
Cash in hand and in course of collection	\$21,492.21
Indian Government securities	364,726.25
Consols	43,000.00
Fixed deposits with banks	295,000.00
Travancore tea estates debentures	10,000.00
Leasehold property, 73 Cornhill	242,500.00
	981,716.41
Australasian branches:	
Cash in hand, in course of collection, and on fixed deposit	178,730.93
Shanghai branch:	
Cash in hand, in course of collection, and on fixed deposit	12,629.33
Yokohama branch:	
Cash in hand and in course of collection	\$10,532.86
Deposit with Japanese Government	100,000.00
	110,532.86
Interest accrued, but not yet payable	3,264.57
Furniture at head office and branches	7,203.61
Sundry debtors	5,138.46
	\$2,78,653.47
LIABILITIES.	\$ c.
Capital subscribed	\$2,000,000.00
Paid up \$25 on 24,000 shares	600,000.00
Reserve fund	900,000.00
Re-insurance fund	362,366.64
Exchange fluctuation account	151,982.40
Underwriting suspense account	148,113.90
Dividends outstanding	27,610.83
Sundry creditors	97,257.92
Balance of working account	481,311.78
	\$2,78,653.47

WORKING ACCOUNT.

To losses	864,129.27
To charges, survey fees, &c.	247,714.44
To directors' and auditors' fees of head office and branches	18,704.58
To exchange	16,051.10
To written off on-salts	6,250.00
To written off furniture account	7,000.00
To balance	481,311.78
	\$1,641,160.17
By premia, less re-insurances, return premia and commissions	\$ c. 1,530,081.13
By interest	110,362.09
By transfer fees	116.65
	\$1,641,160.17

RESERVE FUND.

To balance on 31st October, 1904	\$900,000.00
By balance on 31st October, 1903	\$900,000.00

THE HONGKONG STEAM WATER-BOAT CO., LTD.

The annual general meeting of this Company was held at the Company's office, No. 37, Connaught Road, on the 25th inst., when there were present, Messrs. Chan Siu Ki (Chairman), Francisco Tsze Yat (member of Consulting Committee), J. W. Kew (Manager), Chin Sheung Sang, Kwan Fong Kok, Kwan Chu Ngan, Tam Chun Hing, G. C. Moxon and A. H. Shelton (shareholders).

ANNUAL REPORT.

In moving the adoption of the report and balance sheet, the CHAIRMAN said:—Gentlemen,—The report and accounts have been in your hands for some days. I will, with your permission, take them as read. It is with pleasure that I am enabled to lay before you a balance sheet recording an advance on last year's profits, of over \$6,000, and I trust that you will be satisfied with the figures now presented to you. We have recently taken an important step in amalgamating our business with that owned by Messrs. Lane, Crawford & Co., which has necessitated a doubling of our capital, as Messrs. Lane, Crawford & Co. were paid for their boats and goodwill in scrip to the extent of \$75,000. I believe that it is greatly to the interests of the original shareholders in the company that this amalgamation has been effected, and I trust that time will prove the wisdom of the course that has been adopted. Your consulting committee is of opinion that the position of this Company should be strengthened as much as possible, in view of competition, both in esse and in posse. They have, as you will observe, written off the original goodwill of the company entirely, and have placed \$2,500 to reserve fund, a fund that it is to be hoped will be materially increased as time goes on. You possess a good fleet of well-equipped, well-found, cleanly water boats, and I would lay special stress on this latter fact. In this connection I would make brief reference to a recent meeting of the Sanitary Board, at which some discussion took place as to the source from which competing water boats draw their supply. This company has endeavoured, and will continue to endeavour, to keep their boats in a sanitary condition, and to supply absolutely wholesome water, and I am of opinion that we merit the support of those steamers watering in this harbour, who have due regard to the comfort and health of their passengers and crews. Prospects for the current year are encouraging, and I trust that our next balance will give cause for no disappointment to those interested. Before proposing the adoption of the report and accounts I shall be glad to answer any questions you may wish to ask.

There were no questions. The motion was seconded by Mr. Moxon and carried. The re-election of the Chairman to the consulting committee was proposed by Mr. Chin Sheung Sang, seconded by Mr. Tam Chun Hing, and carried.

Mr. A. H. Kelton proposed and Mr. Chau Siu Ki seconded the re-election of Mr. Francisco Tsze Yat to the consulting committee, and this motion was carried. Mr. Moxon's re-election was proposed by the Chairman, seconded by Mr. Francisco Tsze Yat, and carried. Mr. F. Maitland was re-elected as auditor, on the motion of Mr. J. W. Kew seconded by Mr. G. C. Moxon.

FAMOUS INVENTOR IN HONGKONG.

Among the guests at the King Edward Hotel there has been for the last few days Captain Orlan Clyde Cullen, C.E., L.L.M. Official Dispatch Bearer for the American Government, better known as the inventor and manufacturer of "the ball-bearing rifled gun," about which the military expert of the Times had a great deal to say in the issue for the 18th of June.

Captain Cullen had no great objection to be interviewed, and pretended to none. He explained that he had been a newspaper man himself in his time; but that there was nothing else known against him. All great Americans seem to have been journalists at some period of their career.

Captain Cullen did not claim to be a great American (he stands six feet two inches); but he was convinced that his invention was "great," and its progress already justifies some such claim.

Although hundreds of inventors, wrote the Times expert, have devoted time and ingenuity to the improvement of guns, no change of fundamental importance has been effected in the means by which rotation is imparted to the projectile since rifling was first introduced. And he went on to explain how the friction in the rifle grooves generated heat and diminished velocity. He added that Captain Cullen's invention had successfully avoided this waste of energy.

It consists of a lot of hard steel ball bearings placed in the rifling, with just a small arc of their circumferences protruding into the barrel for the projectile to travel over. The projection is about one-twentieth of their diameter. Experts certify that the system is just as gas-tight as the ordinary rifling. The perfectly smooth cylindrical projectile fits closely to the bearings. The Times said the invention permitted the projectile to travel so easily and rapidly "that the gas has scarcely time to get ahead of it."

"Now, Captain, if you will remember that it is not given to all newspaper men to savvy the theory of gunnery, you will give me the points without permitting me to expose my ignorance by putting foolish questions."

This set the inventor off at a great rate, with copious references to average velocity, maximum of penetration, trajectory, and things like that. The gist of it was that the new gun gave forty per cent. better results in all these details, reckoning, of course, on equal weights of explosive and projectile.

"Is it as expensive as the guns in general use now?"

"The cost of manufacture is greater to begin with," he said. "You can understand that the difficulty of cutting the grooves, which must be absolutely circular and absolutely parallel to each other, along the necessary spirals, is much greater than to make the ordinary grooves. That only takes into account the initial cost, however. You have to remember that my projectiles are so much simpler and cheaper; that nearly all the wear and tear is on the ball bearings, which are readily renewable; and that means a much longer life for the gun than is the case at present."

Another point he did not mention, but which appears in the Times, is that the barrel does not heat. "So markedly is this the case that with Maxim guns it is said to be possible to dispense with the cooling jackets which have given so much trouble in Tibet."

"What Governments, if any, have taken up your invention, Captain?"

"The Egyptian, the Japanese, and our own," replied Captain Cullen. "Your British Government has also had tests made, and favourable reports were returned by the experts. The Japanese have my works now, and are running them for two years with their own manager in charge. That's how I am able to be here now."

"Have they any in use in the present war?"

"They have, or should have, a couple at Port Arthur, and there are more on the way. They have them on the Mikasa, too. My guns will be the ones that will reduce that Golden Fort at Port Arthur, you'll see."

Here the interviewer, beginning to think he now knew something about guns, suggested that it would be a big loss to a Government

to cast aside its artillery for the new kind, if it found it necessary to be up-to-date.

"That's just where you missfire, my boy. No loss, considerable gain. You see, we can take almost any gun, of any pattern, and re-rifle it on the new design. Thus they get practically a new gun for less than they could buy one of the old pattern."

Besides being applied to heavy guns the new principle is adaptable to arms with a smaller barrel, and a rifle constructed by Captain Cullen with the new rifling has been used with great success against tigers in India. It may be noted that Captain Cullen's inventive genius does not stop at guns, for he has invented an auto-propulsive shell, which can be made to change its direction of flight at the height of its trajectory by an adjustment of the fuse before firing, and has also invented a pistol which continues to fire automatically up to 10 rounds as long as the trigger is kept pressed down.

Captain Cullen claims descent from Sir Clyde Cullen of Cullen, Banffshire, Scotland, who was an artillery officer with Prince Charlie in 1745. For that reason he was outlawed and his estates confiscated. He emigrated to Virginia and settled near Williamsburg. Captain Cullen wears a seal worn by his ancestor at the battle of Culloden. Sir Clyde Cullen was locally known in Scotland as Lochiel. The Seaforth family are now in possession of the Barony of Cullen. "Powerful interests," he stated, "are at work in America, England and Scotland to have the Barony of Cullen restored to me."

AN INTERESTING WEDDING.

At St. John's Cathedral on the 23rd instant Captain Guy Reginald Archer Gaunt, commander of H.M.S. *Vengeance*, and Margaret, widow of Mr. Philip Jukes Worthington, of Leek, Staffordshire, second daughter of Sir Thomas Wardle, of Leek and Swainsley, were married. The Rev. W. H. Chappell, of H.M.S. *Vengeance*, performed the ceremony. The bride looked very sweet in a dress of cream lace over cream silk and a picture hat of cream ostrich feathers. She was given away by the Hon. Gershom Stewart, while Mrs. Gershom Stewart lent her support to the bride. Capt. Harris, R.M.A., of the *Vengeance*, acted as best man. As the newly wedded couple came out of church they were greeted with showers of rice, and on taking their position in chairs, a number of blue-jackets who were present took the places of the chair coolies, and bore their Commander and his bride to the residence of Mr. Murray Stewart at the Peak. The bride arrived yesterday morning by the s.s. *Prinz Eitel Friedrich*, and was brought from Kowloon to Hongkong by Commander Gaunt. As his boat passed the *Vengeance*, he was heartily cheered by the men and officers on board. The happy couple will shortly leave for Macao and the West River on their honeymoon.

A VERY MODERN SHIP.

THE N.D.L. "PRINZ EITEL FRIEDRICH."

The *Prinz Eitel Friedrich* is now alongside the wharves at Kowloon, on her maiden voyage; no one should miss a visit to her. The Captain is particularly proud of his steering gear, the easily closed watertight compartments, a turbine dynamo on the boat deck, by means of which the boat deck could be lighted up in time of emergency, the steam whistle arrangements, synchronised clocks, telephone, boat davits and the gymnasium. The rudder is similar to that of a modern warship, submerged and out of sight. The vessel in time of war, therefore, would stand a much better chance on this account. A special engine works the rudder, and this is regulated by hydraulic steering gear on the bridge. There are eleven water-tight compartments. To close the doors of these one has only to turn a little wheel on the bridge. Before doing so, however, a pin has to be withdrawn from a socket, and this sets electric alarm bells placed near each door ringing. There is a loud-speaking telephone from the poop to the bridge. The steam whistle is blown either by a hand lever or an electric button. By turning one switch it sets the steam whistle blowing a con-

tinuous succession of blasts, with a minute interval between each of them. In the chart room the cover of the chronometer box has crystal ports, so it is unnecessary to open the lid. The clocks throughout the ship, ten in number, are regulated by electricity, so by moving the hands of the one in the chart room you move the whole lot. The boat davits are much stronger than those usually seen in ships, being made of hollow steel. Some of the ventilators are such that they never require to be turned away from the rain and spray—they have cowls. In the cabins also there are ventilators which may always, no matter how bad the weather, be kept open. There are side light rooms—not little towers as in some steamers. These may be heated by electric stoves, so as to keep the windows clear of frost in cold weather. The life-boats are of iron, being provided with watertight tanks. Both boats are let go at the same time by a patent arrangement. The lifebuoys are not circular as we generally see, but shaped like a horse-shoe. It is not necessary to be a good swimmer to get into one of these. Fire hydrants with hoses always connected are at different parts of the vessel. "Fire stations" is an easy evolution. The first class saloon has artistically painted panels, square windows with automatic screens and fringe curtains, and large electric fans. All cabins in both first and second class, are provided with electric fans. The furniture in the ladies' parlour is only temporary, as the regular furniture is at the World's Fair, St. Louis Exhibition. There are special state-rooms for those who like to pay higher tariff. There is a very nice little nursery. The smoking room is provided with patent rubber pavement, put together from small pieces. The ship's drinking water all passes through patent filters; and the cold storage and refrigerating arrangements are very fine. The passengers' letter box, by the way, is quite an elaborate affair. In the gymnasium on the upper deck there are arrangements for taking exercise in every shape and form. The most attractive are the electric "shaker," electric horse, swimming exerciser, rowing and waist exerciser. The *Prinz Eitel Friedrich* is a two funnel vessel of 8,864 tons gross; speed from sixteen to seventeen knots.

DEATH OF MR. JUSTICE LEACH.

Mr. Andrew John Leach, once Puisne Judge and Attorney-General at Hongkong, who left the Straits Settlements about a year ago for Home, in bad health, died on the 7th instant. Numerous residents in Hongkong and China will hear of this with great regret, the late Justice being a popular man as well as a respected Judge. For the following particulars of his career we are indebted to the *Straits Budget* of the 16th instant.

Mr. Justice Leach first came out to Shanghai, where he joined in practice the celebrated Mr. Drummond, with whom he remained for some few years. Thence he proceeded to Hongkong, where he shortly afterwards acted as Puisne Judge, in which capacity he served for nearly two years (April 1887 to February 1889). He relinquished the Judgeship to accept office as Attorney-General for the Colony, and he retained that responsible position until March 1890; subsequently his services were frequently requisitioned by Government in the same capacity. Thus, despite his own large practice we find him acting as Attorney-General for that Colony from May 1891 to March 1892, from June 1892 to January 1893, from April to October in 1894, and lastly from March to April, 1895. While Mr. Leach was satisfying the strenuous claims of that office, Hongkong was visited for the first time during its British administration by that terrible scourge, the bubonic plague. In grappling with the outbreak, the Government determined to resume possession of a very large area of ground situated in the most thickly-populated quarter of the town, and it fell to Mr. Leach to draft and submit an Ordinance defining the powers of the Government and setting forth the character of the drastic remedial measures that were contemplated. Such an Ordinance entailed an enormous amount of trouble; few,

indeed, outside official circles could have any conception of the labour involved; but Mr. Leach performed his task so successfully that his measure was hailed with general satisfaction, and as an ordinance it brings wealth and comfort to the residents of Hongkong to this day. In the midst of his official duties, and in addition to the special calls that were made on his time, Mr. Leach found opportunity to write several useful works on Hongkong legal subjects. In this respect Mr. Leach proved a noteworthy illustration of the axiom that the busiest men have most time to spare. He wrote a careful Lexicographical Index of the Ordinances of Hongkong, a treatise on the Magistrates' Ordinance, and also published an edition of the Ordinances, all of which were of great utility to the community. In 1895 Mr. Leach was elevated to the bench of this Colony. Since that time his wide attainments and undoubtedly abilities as a lawyer have gained for him the respect of the entire community, lay as well as legal. Apart from his judicial abilities, Mr. Justice Leach has been well known in the social and sporting circles of the Far East ever since he first came out here. He was President of the Hongkong Cricket Club for some time, and also President of the Singapore Cricket Club. He also served on the Committees of these and various other clubs with which he was associated. He went home over a year ago in ill health, and though, as stated, he at one time seemed on the highroad to recovery, he was obliged to resign from the service in January last, and has now succumbed to the ailment which then compelled him to retire from active service.

WEST KENTS ARRIVE.

The transport *Avoca* arrived from Colombo on the 18th instant with the West Kent Regiment. After pratique was granted four of the eight companies on board proceeded to their quarters at Murray Barracks. The other four companies are to relieve the corresponding number of Sherwoods in North China. Until the departure of the Sherwood Foresters from Hongkong for Singapore, early next month, the officers of the West Kent ("Queen's Own") Regiment will mess with the officers of the Sherwood Foresters at Murray Barracks.

The Sherwood Foresters will probably remain stationed at Singapore for two years.

The Royal West Kents carry very distinguished colours.

Lieut. Colonel Western, who is in command, served in the Nile Expedition in 1884-85 with the first Battalion Royal West Kent Regiment (Medal and clasp, and Khedive's Star). Served in the campaign on the North West Frontier of India under Sir William Lockhart in 1897-98 with the Malakand Field Force with the first Battalion Royal West Kent Regiment during the operations in the Mamund Valley, including the engagements at Agra and Gut (wounded) and at Badalai (mentioned in despatches); also served with the Buner Field Force with the first Battalion Royal West Kent Regiment during the operations in Buner and Chalma, including the engagement at Tanga Pass (Medal with clasp). Served in the South African war with second Battalion Royal West Kent regiment, and took part in the operations in Orange River Colony from 1st September to 29th November 1900 (mentioned in despatches, C.B.).

Major Pedley, second in command, served in the campaign on the North West Frontier of India, under Sir William Lockhart in 1897-98, with the Malakand Field Force, with the First Battalion Royal West Kent Regiment. That was during the operations in Upper Swat and the Mamund Valley, including the engagements at Landakai Agra and Gut, and Badalai. He also served with the Buner Field Force, with the first battalion of Royal West Kent Regiment during the operations in Buner and Chalma, including the engagement at Tanga Pass (medal and clasp).

Captains Joslin and Elgood, two other of the officers, served in the South African war with the Second Battalion of Royal West Kent Regiment and took part in the operations in the Orange Free State, Orange River Colony and Cape Colony south of Orange River during the South African war.

The other officers now stationed here are Lieut. Hibbert, Sub. Lieuts. Helmore, Humphreys and Graham, and Lieut. Quartermaster Sumner.

Altogether there are about 400 men, and some 16 families.

FIRES AT HONGKONG.

A SENSATION ABOUT GUNCOTTON.

Fire broke out in a coolie contractors' mashad, at the back of Wellington Barracks on the evening of the 22nd instant. This mashed was a large structure, measuring some ninety feet by fifty feet. The Royal Engineers, some soldiers from other regiments, and a number of bluejackets got to work on the flames. The sailors brought water to play on the fire by means of a manual pump connected with the harbour, while the soldiers connected up a hose with a hydrant. Other men beat the flames with long scaffolding poles. Showers of sparks flew in all directions, and there was a great glare. There was quite a sensation in the crowd on account of the proximity of a brick building said to contain gun-cotton. Two other mashes were soon ablaze, one of them being another shed for coolies and the third the office of Quarter Master Sergeant Hunt, who is employed in connection with the works. Mr. Hunt rushed into the office and seized a drawer containing plans, but when he returned for another drawer it was too late; the whole place was in flames. The flames were subdued in about three quarters of an hour. Nothing could be done when the Fire Brigade arrived, beyond watching the fire burn itself out. There was no serious occasion for the alarm felt on the score of a possible explosion. The storage place was on the other side of a wall, and gun-cotton is in cases to begin with. It requires more than heat to explode it.

FOUR GODOWNS GUTTED.

A fire occurred at No. 2 Godown, Chung Kan lane, on the afternoon of the 23rd instant, and although the fire-brigade was quickly on the scene, very little was saved. The fire broke out among some rice hanks, and some coolies in the godown were the first to give the alarm. The flames spread quickly, and before the fire was got under, the goods in the three adjoining godowns were destroyed. The fire caught on to other houses in the lane and also extended to Des Vaux Road. Three of the godowns are owned by the Man Fat Yuen firm, and one by the Fu Fun firm of Wing Lok Street. The damage is estimated at \$300,000, and the goods and property are insured to the extent of \$75,000 with various Insurance Companies. It is reported that the Police were greatly hampered in their work by European spectators, and that some discreditable scenes were witnessed.

OXFORD LOCAL EXAMINATIONS.

Seventeenth Year—July, 1904.

Superintending Examiner, Rev. T. W. Pearce. Alphabetical Order for Schools and Names of Boys.

HONOURS LIST.

BOYS.

Senior:—Third Class.

(D) Law, E. (A.A.) (J) de Graça Ozorio, J.M.R. (A.A.)

Preliminary:—Third Class.

(D) Crolius, J. E. Law distinguished in History.

PASS LIST.

BOYS.

Senior:—

(D) U Wai-tak (A.A.) (J) Ontanon, C. (A.A.) (J) Atienza, V. (A.A.) (Q) Bunje, C. (A.A.) (J) Ezra, N. J. (A.A.) (Q) Tse Yan-lung (A.A.)

Over age 19.

(J) Villaflor, A. (J) Xavier, J. F.

Junior:—

(D) Hagen, W. (Q) Alonço, D. A. (D) Loft, T. (Q) Galluzzi, R. F. (D) Ng Wai (Q) Galluzzi, U. C. (Q) Sargou, E. A.

Over age 16.

(D) Fung Hing-yuk (Q) Pang Kwok-sui

Preliminary:—

(D) Brandt, F. J.	(J) Vidal, F. A.
(D) Brandt, H. G.	(Q) Ho Shai-kit
(D) Jex, T.	(Q) Mok Kai-fook
(D) Mackenzie, C. G.	(Q) Mooney, R. J.
(D) Siemssen, F. F.	(Q) I soi Wa-cheung
(D) Thom, W.	

Over age 14.

(D) Chan Lam-fai	(J) White, J.
(D) Drude, R.	(Q) Cheuny Wo-yau
(D) Pun Ping-leung	(Q) Deen Budder
(J) Brown, F. J.	(Q) Wong Wai-shiu

GIRLS.

Senior:—

(T) Agoncillo, G. (A.A.)

Preliminary:—

(T) Hoare, M. le M.

Over age 14.

(T) Hoare, A.

(D) Diocesan; (J) St. Joseph's; (Q) Queen's.

(T) Private Tuition.

Certificates may be expected in a fortnight.

THE CANTON-HANKOW RAILWAY CONCESSION.

The "Native Notes" writer of the N.C. Daily News made the following observations on the cancellation of the American concession for this railway.

As a result of the united and persistent stand made by the gentry and notables of Canton, assisted by a large number of men hailing from other provinces, a good many Hunanese amongst them, against the action of the American syndicate, constructing the Canton-Hankow Railway, in selling its right to a Belgian syndicate, whose working in the interests of France and Russia is an open secret to all Chinese, the Chinese Government has notified the United States Government through H.E. Mr. Longer, the U.S. Minister at Peking, that the contract granted to the American syndicate or company in question is cancelled. Although the Waiwupu had known perfectly well the trend of affairs in the South Department, following the line of least resistance, pretended to be unaware that more Russian and French claims were being forced for the empire in its southern dominions, and ignored the protests made ever and anon by some more patriotic mandarin warning the Waiwupu of the danger menacing the country. Fortunately there are still many patriots in this country and . . . these combining started an agitation in Canton, on behalf of the people of Kwangtung, against the selling of the Railway to the agents of any other nation. Once the agitation was started by the calling together of a meeting in Canton of everyone who had the welfare of their country at heart, enthusiasm caught on like wildfire, more meetings were called, and then at a mass meeting a large and influential Committee was named with instructions to approach the Central Government on the subject and give the Waiwupu to understand that here was the necessary backing the timid Ministers needed and that "any divergence from the path which pointed to the true interest of the Empire would be opposed by the inhabitants of Southern and Central China to the last gasp." Not contented with giving these hints to the Waiwupu, the Committee and their friends took the matter up to the Grand Council, and finally into the Palace, with the result that the object of the people of South China has been gained and the members of the American syndicate informed, through their Minister in Peking, that their agreement re the Canton-Hankow Railway has now "ceased and determined," and "lapsed through default." Those who have the matter in hand intend that the line shall be constructed by Chinese alone, and many million taels have already been subscribed and paid into the banks by wealthy gentry and notables, not only of Kwangtung, but other provinces, to that end

Major-General F. Ventris, at present commanding the Forces in North China, has been selected for the Colonelcy of the Essex Regiment, in which he spent the greater part of his regimental service. It is not yet thirty years since General Ventris received his first commission in the Army, and during that period he has held several important Staff appointments, and took part in the Soudan Campaign of 1884-5, for which he was mentioned in Despatches and promoted to the brevet rank of Lieut.-Colonel.

CHINA AND PORTUGAL.

A banquet was given on November 11th by the Treaty Revision Commissioners, at the Bureau in Shanghai, to H.E. Conselheiro José d'Azevedo Castello Branco, Envoy Extraordinary and Minister Plenipotentiary of Portugal to China, to mark the conclusion of the important treaty which has just been signed between the two countries. Many Chinese magnates were present, besides Sir Robert Bredon, K.C.M.G., Mr. F. E. Taylor, Consul-General Oscar Potier, Senhor Pedro Nolasco da Silva, Commandador Pereira, Mr. Chagos, and others. The proceedings, says the N.C. Daily News, were of a most formal, but none the less cordial character, and the menu was of a most recherché description. The banquet was served by the Hotel des Colonies Co., Ltd.

The "Native Notes" writer in the same journal says the Chino-Portuguese Commercial Treaty consists of twenty Articles. The Treaty is to run for the period of ten years, but if either of the high contracting parties desire it, after giving a six months' notice in advance it may be permissible to change the agreement on Customs' duties, or any other question which may after due trial give dissatisfaction to either party. If after the period of ten years no notice be given by either party to determine the Treaty it shall continue for another ten years.

The same writer refers to the Canton-Macao Railway in the following terms:—In the autumn of 1902 in response to the repeated applications of Senhor Blanco, the Portuguese Minister to the Court at Peking, the Waiwupu gave a written consent to the latter granting permission to Portuguese subjects, in conjunction with Chinese, to construct a railway between the cities of Canton and Macao. After a delay of nearly two whole years during which period the scheme was several times in great danger of being killed through the intrigues of certain parties, we now understand that it has arrived at a point where it may be said to have materialised and be within sight of inauguration. In other words an agreement has been signed between H.E. Sheng Kung-pao, representing the Chinese, and Senhor Blanco the Portuguese, Governments, the financial part of the programme being in the hands of Messrs. Liu Te-yuan and Botelho, as organising Directors of the Chino-Lusitanian Syndicate which is to construct the proposed line. There are we believe thirty-one articles with a number of sub-clauses to the Agreement which, amongst other things, provides that the line shall be conjointly and equally controlled by Chinese and Portuguese, while it shall also carry the Imperial Government mail and the mail bags of the Chinese Imperial Post free of charge from Macao to the Chinese frontier. The Agreement also declares that no other railway shall be allowed to be constructed within ten English miles of each side of the route of the Canton-Macao Railway, and that any differences of opinion between the Chinese and Portuguese concerned must be adjudicated upon by the Viceroy of the Two Kuang provinces and the Portuguese Consul-General stationed at Canton. Failing agreement between these two officials thereanent resort can be made to the Waiwupu and the Portuguese Minister in Peking as a last Court of Appeal. With the exception of the principal officials connected with the Company, who may be either Chinese or Portuguese, the rest of the employees on the Railway whenever possible must be Chinese. The duration of the Company shall be fifty years, commencing from the first day of regular traffic on the line, after the expiration of which the concern is to be presented to the Chinese Government.

The new Treaty, revising the Chino-Portuguese treaty of 1887, recently signed, includes the following articles, which present new features.

Article II.—Portugal accepts the increase in the import duties stipulated for in Article VI of the Peking protocol of 7th September 1901 from the date of the ratification of this Treaty. Portugal will enjoy the privileges of the most favoured nation and in no case shall Portuguese subjects pay higher or lower duties than those paid by the subjects of any other foreign nation. Article XII of the Treaty of First December 1887 is therefore rendered null and void.

Article III.—The duty and likin on foreign opium will continue as provided for in existing treaties.

The Government of His Most Faithful Majesty agrees to continue as heretofore to co-operate with the Government of His Imperial Chinese Majesty in the collection of the Duty and Likin on opium exported from Macao to China, and also to co-operate in the repression of smuggling in accordance with the Treaty and Special Opium Convention of 1st December 1887.

In order to render this co-operation effective, it is clearly stipulated that all opium imported into Macao shall, on arrival, be registered at the Special Government Bureau provided for this purpose and the Portuguese Government will take the necessary steps, in order to have all this opium stored under its exclusive control in a depot from which it will be removed as required by the demands of trade.

The quantity of opium required for consumption in Macao and its dependencies will be fixed annually by the Government of Macao in agreement with the Commissioner of the Imperial Maritime Customs referred to in Article II of the above mentioned convention, and under no pretext will removal from the Portuguese Government Depot be permitted of any quantity of opium for local consumption in excess of that fixed by the said agreement; necessary measures will be taken to prevent opium removed from the depot for re-export in China being sent fraudulently to Chinese territory.

The removal from the depot of opium for export will not be permitted except on production of proof that such opium has already paid all dues and duties leviable thereon by China.

The Rules for the carrying out of this Article shall be arranged by delegates from the Government of Macao and the Chinese Imperial Maritime Customs.

Article IV.—Such steps as are necessary for the repression of smuggling in the territory and waters of Macao shall be taken by the local Portuguese Government in concert with the Commissioner of the Imperial Maritime Customs, and similar steps in the Chinese territory and waters near Macao shall be taken by the Imperial Maritime Customs in concert with the Portuguese Government of Macao.

This co-operation is intended to render such steps effective on all points in respect of which co-operation is needed and to avoid at the same time any injury to the sovereign rights of either of the High Contracting Parties.

Special delegates from the local Government of Macao and the Imperial Maritime Customs shall proceed to fix the respective zones of operations, and shall devise practical means for the repression of smuggling.

Article V.—With a view to the development of trade between Macao and neighbouring ports in the Kwangtung Province, the High Contracting Parties have agreed as follows:—

1.—Portuguese steamers desirous of proceeding for purposes of trade from Macao to any of the ports of call and passenger stages on the West River, enumerated in the Special Article of the English Burmah Convention of 1897 and Article X of the British Treaty of Commerce of 1902 shall be permitted to do so, provided they comply with the Special Regulations to be framed for this purpose by the two High Contracting Parties.

2.—Steamers specially registered for trade under the Inland Waters Steam Navigation Rules shall be permitted to ply between Macao and places in the department of Kwangchow-fu other than those mentioned in Section 1, provided they report to the Kungpei-kuan Customs for examination of cargo and payment of duties in accordance with Special Regulations to be framed for this purpose by the two High Contracting Parties.

Such vessels may engage in all lawful trade, including the towage of junks and conveyance of passengers and cargo subject to the regulations for the time being in force.

The privileges hereby granted are granted on the express understanding that Special Regulations shall be framed defining in detail the conditions under which such traffic may be carried on. Until then the said Regulations have been agreed upon and published, this

Article shall not become operative; and subsequently only on compliance with the said Regulations.

Article XVI.—The missionary question in China demands in the opinion of the Chinese Government careful consideration, so as to avert in the future the troubles which have occurred in the past. Portugal, as a nation specially interested in the protection of its Catholic missions in Chinese territory, agrees to join in a commission to investigate this question and, if possible, to devise means for securing permanent peace between converts and non-converts, should such a commission be formed by China and the Treaty Powers interested.

No person, whether Portuguese subject or Chinese convert, who according to the tenets of Christianity, peaceably teaches or practises the principles of that religion, which aims at teaching men to do good, shall be persecuted or harassed on account of his faith. But converts and non-converts, being alike subjects of China, shall conform to her laws, and shall pay due respect to those in authority, living together in peace and amity; and the fact of his being a convert shall protect no one from the consequence of any offence he may have committed before or may commit after his admission into the church or exempt him from paying legal taxes on Chinese subjects generally except taxes and contributions levied for the support of religious customs and practices contrary to his faith. Missionaries shall not interfere with the exercise by the native authorities of their jurisdiction over Chinese subjects; nor shall the native authorities make any distinction between converts and non-converts, but shall administer the law without partiality so that both classes may live together in peace.

Portuguese missions shall be permitted to rent and lease in perpetuity, as the property of the mission, buildings or lands in all parts of the Empire for mission purposes and, after the title deeds have been found in order and duly stamped by the local authorities, to erect such suitable buildings as may be required for carrying out their good work.

CORRESPONDENCE.

TO REPAIR AN OMISSION.

TO THE EDITOR OF THE "DAILY PRESS."

CANTON, 21st November.

SIR,—I have read with much interest the article which appeared in your issue of 19th inst. as regards education in Canton.

Your correspondent seems to have a very limited knowledge as far as education is concerned in the Celestial Empire. The Sacred Heart College, which has been in existence since March last, was not mentioned by your correspondent, neither were some other Anglo-Chinese schools.

The above named college, which is under the charge of the French Fathers and under the immediate directorship of Père Fourquet (a well-known figure among the natives), is quietly doing good work in this city, judging by the number of pupils attending the school every day, which is much larger than at those named by your correspondent. The daily attendance of those who regularly frequent the college averages 250. It is only in this institution that English and French are taught by Europeans, besides Physics, Chemistry, and Science. In addition to this tuition it is also in contemplation to incorporate at no distant date the teaching of Russian, German, and Japanese languages.—Yours respectfully,

"B."

FATAL ACCIDENT ON THE TRAMWAY.

RESUMED INQUEST.

Mr. H. H. J. Gompertz, sitting as Coroner, on 21st inst. resumed the inquiry concerning the death of an unknown Chinese who was recently knocked down by a tram in Des Vœux Road. The coroner informed the Jury that the motor-man had absconded, and could not be found.

Chan Chauk deposed: I am a ticket collector on tram No. 24. I remember an accident happening about a month ago. It happened between eight and nine p.m. on a Sunday on

Des Vœux Road West near French Street. I noticed the car stopping and asked the motor-man what was the matter. He replied that the car had knocked up against a man. I came off the car and told the motor-man to go and report to the Police Station. As he said he did not know the way, I went myself to report. I examined the man who was knocked down. He was unconscious. I did not see any marks on him. I was at the back of the car collecting fares when the tram stopped. I heard the gong continually sounding before the car stopped. I did not see the man before he was struck by the car. There were about 32 passengers on the car.

By the Jury: The car was travelling at the usual speed when the man was knocked down.

John Gray Scott, general manager of the Tramway Company, said: The accident was reported to me on the same night as it occurred. I gave instructions for the motor-man and conductor to see me on the following morning. I told them to hold themselves in readiness if required to attend the Police Court. In the course of the interview I asked the motor-man whether the electric brake was used and whether it acted. He said it was used, and that it acted. I afterwards received a letter from Inspector Collett, in which he informed me that the motor-man had stated that the electric brake did not act. I tested car No. 24 at Causeway Bay. I brought it up to speed on the fourth notch for a length of 200 yards. The motor-man informed me that on the occasion of the accident it was running on the third notch. The car was pulled up on the outward journey (in the experiment witness made) in a distance of nine yards, and on the return journey in a distance of eight yards. The motor-man joined the Company on the 17th September, and was qualified as a motor-man on the 29th of the same month. He left our service without notice on the 27th October. When I tested the car on the fourth notch it was going at a speed of from seven to eight miles an hour. The usual speed in the city is at the rate of six miles an hour allowing for stoppages. Had there been any defect in the electric brake of the car in question, it would not have answered the test.

By the Jury:—The trams could travel at a speed of 15 miles an hour, but not on the fourth notch. The statutory speed was ten miles an hour.

After hearing the facts of the case reviewed by the Coroner, the Jury brought in a verdict of "Accidental death."

IMPORTATION OF SUGAR AT HONGKONG

The following regulations regarding the importation of sugar into Hongkong, have been made by the Governor in Council, under the Sugar Convention Ordinance of this year:—

1. No sugar shall be imported into the Colony except at the Port of Victoria, and the Master of every vessel having on board as cargo any sugar shall on arrival forthwith furnish to the Harbour Master a manifest of such sugar.

2. All sugar imported or brought into the Colony shall be accompanied by the following evidence of origin:—A certificate indicating (a.) the kind and quantity of the sugar; (b.) the kind, number, and marks of the packages; and (c.) the country of origin.

3. The said certificate shall where possible be signed and issued by the Fiscal Authority having jurisdiction in the country of despatch, such Fiscal Authority being duly empowered for that purpose by his Government. Where there is no such Fiscal Authority the said certificate may be signed and issued by a British Consular Officer in the country of origin or of despatch.

4. Inasmuch as it is possible that sugar may occasionally reach Hongkong before the arrival of the certificates of origin relating to the same, and it would be inconvenient and expensive to importers if such sugar were not delivered until the arrival of the said certificates, it shall be competent for the Superintendent of Imports and Exports to issue a permit for the delivery of such sugar on the security of a deposit of such amount, or of a bond in such penalty, as he may think fit for

the due production of the said certificates within a prescribed period, provided that he sees no reason for suspecting that the sugar emanates from a prohibited country.

5. Whenever any sugar is exported from the Colony the Superintendent of Imports and Exports shall on demand, if satisfied as to the country of origin of such sugar, issue to the exporter a certificate indicating (a.) the kind and quantity of the sugar; (b.) the kind, number and marks of the packages; and (c.) the country of origin.

6. There shall be paid to the Superintendent of Imports and Exports for every permit and for every certificate of origin granted under these Regulations a fee of \$5.

7. Where a breach of the Ordinance or of any of these Regulations is committed by a company or corporation, the Secretary or Manager thereof for the time being shall be liable for such contravention and to the consequences thereof.

8. The word "sugar" in these Regulations shall not include molasses or sugar-sweetened products.

DEATHS FROM POISONING.

At the Magistracy on the 25th inst. Mr. H. H. J. Gompertz, sitting as Coroner, held an inquiry concerning the death of two Chinese children—Chan Hing Choi, a girl aged 12 years, and Ko Hing Cheung, a boy 11 years of age—who died at No. 144, Queen's Road West, on the 19th October last from the effect of poisoning. Messrs. J. W. Bonnar, John Lemm, and W. F. Bassford were empanelled as a jury. The evidence showed that the children died very suddenly, and an examination made by Dr. Hunter and Mr. Franklin, the assistant Government Analyst, proved that death was caused by poisoning. It having been stated in the course of the evidence that the deceased children had been eating a nut called *pakwa*, the Coroner adjourned the inquiry to enable the Government Analyst to examine the properties of the nut.

REGISTRATION OF CHINESE PARTNERSHIPS.

The following letter, written to the *Straits Times* by "An Importer," has particular interest for Hongkong at the present time: Sir—I have read with great interest your leading article anent Mr. Saunders' report on the working of the Bankruptcy ordinance. I fail however to come to the conclusion, arrived at by you, that a registration of partners would ameliorate the financial conditions of the bazaar. One must not overlook that these cases which come before Mr. Saunders form only a minimum percentage of the trade of this place, and before rushing into legislation it behoves merchants to consider the position. Trade, as everybody will admit, is most flourishing when there is abundance of capital, and scarcity of money acts inversely on business. It is therefore in the interest of merchants to attract as much outside money, earned either on a plantation or in mining or any other way, to the exploitation of the bazaar-business and, to put difficulties in the investor's way is equivalent to retarding trade by diminishing the capital that would otherwise be available for its purposes. I assert that a compulsory registration of partnership would be considered such a difficulty by the Chinese community, and it would keep out a lot of capitalists who dread an unlimited liability in a firm in the management of which they have little to say. We shall then have the same impasse that existed before the creation of the limited liability company at home, and without doubt Chinamen would quickly realize that their salvation would be in a wholesale conversion of their shops into limited liability concerns. This would be Mr. Saunders' "Utopia" as everything would be smooth working in winding up a concern of legal standing. But, and this is a large but, would it benefit the trade? I think not. We would have as many failures, if trade was bad, and assets would not become any larger. I even go so far as to say that at present, partners very often keep a concern floating by putting in more money or by lending their credit of a different

chop in bad times, and if business improves Mr. Saunders will never make the acquaintance of that particular concern. Had it been a limited liability company to which this registration of partnership will lead us, the chop would never have a chance of getting on its legs again. My personal belief is that as far as Chinese chops are concerned, a registration of partnerships will not be a blessing. Failures will occur on credit business, and people who do not want to run this risk have the option of trading on a cash basis. If everybody would consent to this there would be no need of registration of partners.

ROYAL HONGKONG YACHT CLUB.

THIRD CLUB RACE, 20TH NOVEMBER.

In spite of the flags at Signal Hill warning yachtsmen that there was a typhoon raging in the China Sea, the whole yachting fleet ventured forth to contest the third club race.

The morning opened with light airs from the north, but at 1 p.m. there was a fairly steady breeze from the eastward, and during the races, probably owing to the movement of the typhoon, it backed to the southward and at times became fairly strong.

The *Elspeth* as usual got the best of the start in the first race, but was before very long overtaken by the *Dione*, which was to-day sailing very well, and reached the first mark, Chantel Rocks, well ahead of the others. *Vernon* and *Elspeth* rounded close together, and *Aileen*, which had badly over-reached the Rocks, had to bear down and rounded last.

During the rest of the race *Dione* gradually increased her lead, and *Elspeth* and *Vernon* remained pretty close together the whole time.

The times at the finish were:—

	H.	M.	S.
<i>Dione</i>	3	6	15
<i>Vernon</i>	3	14	45
<i>Elspeth</i>	3	17	2
<i>Aileen</i>	3	23	0

ONE-DESIGN CLASS.

The wind was freshening when this class started, and *Kathleen* and *Min*, nearest the mark-boat, got the best of the start. *Kathleen* kept a slight lead the whole way, being about 1½ min. ahead of *Min* at the last turn round the Quarry Bay mark-boat. But in the run home she was very nearly caught, and the race between these two boats almost resulted in a dead heat.

The times at finish were:—

	H.	M.	S.
<i>Kathleen</i>	3	25	2
<i>Min</i>	3	25	5
<i>Colleen</i>	3	28	45
<i>Bonito</i>	3	29	30

We believe that the *Erica* does not intend to sail in the Club Races this year, as her owner is going for a holiday to England.

HANDICAP CLAS.

Payne and *Iris* outmanoeuvred the others at the start, but *Alannah* keeping more in the tide soon took the lead. Her new suit of sails were not, however, properly stretched, and she practically came to a standstill soon after rounding the Channel Rocks.

Chanticleer and *Doreen* then took up the running and had a very good race the rest of the way home.

The *Chanticleer* bested the *Doreen* at the second rounding of the Channel Rock by standing on to the eastward, and thus saving a tack at the Quarry Bay mark-boat.

Payne finishing a good last saved her time on all the other boats. She was only a few seconds as earn of *Gloria*, who with a new suit of sails and a R.N. helmsman, was supposed to be going in great form.

Times at finish:—

	H.	M.	S.	Corrected
<i>Chanticleer</i> ...	3	35	45	3 27 30
<i>Doreen</i> ...	3	36	35	3 28 20
<i>Iris</i> ...	3	38	35	3 32 10
<i>Alannah</i> ...	3	39	45	3 39 45
<i>Gloria</i> ...	3	40	8	3 33 43
<i>Payne</i> ...	3	40	45	3 27 0

A Shanghai Chinaman, for stealing a lady's bicycle, was sentenced to three hundred blows and a month's imprisonment. This should make "bicycle sneaks" think a little; but such portable and valuable loot seems to tempt them in spite of all deterrents.

HONGKONG.

Mrs. B. James, of Kowloon School, left for England by the s.s. *Chusan*.

Mr. and Mrs. Sternberg gave a reception at Mr. Gonzales' house, No. 7, Belicos Terrace, on Nov. 20 and a ball in the evening. The band of the 93rd Burmese was in attendance.

On the 23rd Nov. there was admitted to the General Hospital a Chinese woman who had been knocked down by a tramcar. She was not expected to recover.

Return of visitors to the City Hall Library and Museum for the week ending the 20th November, 1904, were 325 non-Chinese and 94 Chinese to the former, and 14 non-Chinese and 1,679 Chinese to the latter institution.

It is reported that a Chinese doctor, "Dr. Law Keem," is on his way from Chicago to Hongkong, bringing with him an American wife. It is stated that the newly married pair are to reside in Hongkong.

Mr. T. Grey, now an inspector of fitters at the Hongkong Naval Yard, has been appointed acting foreman at Portsmouth Dockyard. He has been in Hongkong for some years, and has well deserved his promotion.

An interesting feature of the circus programme on the 22nd inst. was the presentation of bats to the batsmen who secured the highest averages in the Hongkong-Straits match. Mr. Heath of Hongkong, and Mr. Wyatt of Singapore were the recipients.

The Hongkong Chess Club held the first match of the season, City v. Suburbs, at the librarian's room of the City Hall on Nov. 23rd. Mr. M. J. Danenberg captained the City team, and Mr. C. H. Falloon the Suburbans. The result was a draw.

Some matsheds have been burnt to the ground in the vicinity of Old Kowloon City, property of a Chinese dairy, and a number of cattle were housed in them. Some of the cattle were unable to get loose, and two cows and a calf were burnt to death in their stalls. Another cow received such injuries that she had to be shot. The fire burnt itself out.

P.C. Sleeman has been invalided Home, and left the Colony by the s.s. *Chusan*. He was an inmate of the Government Civil Hospital, suffering from acute dysentery. He joined the police force about three years ago, being transferred from the London Metropolitan Police. Prior to his departure he was presented with a purse of sovereigns subscribed by the members of the force.

During his review of facts concerning the death of an unknown Chinese at an inquiry held at the Magistracy on November 21st Mr. H. H. J. Gompertz, Coroner, informed the jury that if the man was walking with his back to the car, he could not see it. He confirmed this statement by his next, wherein he said "You have already heard he was a blind man."

A collision occurred between two trams at Taikoo on November 20th. Car No. 7 was coming from, and car No. 8 going to Shaukiwan. The motorman in charge of car No. 8, instead of waiting for the car to pass, crossed over the loop line on to the same rails, and the cars, running in opposite directions, collided. There were a number of passengers in the cars, but no serious damage resulted. Several of the windows were broken by the impact.

On November 23rd a gang of six armed robbers entered a house in Hing Lung Street, close to the fire station, while the fire brigade were away at the fire near Wellington Barracks. They held up the occupants, and were ransacking the place, when they were disturbed by the arrival of a man, probably the master of the house. They quickly decamped, but not before an alarm had been given. Two of their number were caught, and will shortly appear before the Court. The arms carried by the burglars were daggers.

For the past six months, the Queen's College has been troubled in the collection of School-fees with \$1 notes forged in Japan. The Bank assures us that the plant has been discovered and destroyed. It would appear, however, that several are still in existence in the colony. The forgeries bear the name of H. E. Moon, pro Chief Acct. The quality of the paper and the tint of red colour on the back are the chief signs of the forgery. In any case, if the Registered No. exceeds 395,000, the note must be forged.

While working on the scaffolding of a new building being erected opposite the Soldiers' and Sailors' Home on Nov. 19 a Chinese carpenter fell to the ground. He sustained a severe fracture of the skull from which he is not likely to recover.

The weekly plague return issued Nov. 21st had four more cases, all fatal, bringing the year's total to 505, of which 490 had fatal results. Other communicable diseases reported were enteric fever (one European and eight Chinese), and one Chinese case of puerperal fever.

Qr.-Mr.-Sergeant J. T. Cotton has resigned from the Volunteers, and Gunner W. Wingate been struck off. The following were winners of spoons for the musketry practice at Camp. Cpl. E. Hedge, Cpl. B. W. Grey, Sgt. C. Ormsby, C.-S.-M. E. D. C. Wolfe, Gr. F. W. Penning, Gr. L. C. Rees, Gr. J. T. Hayton, Gr. A. J. Darby, Gr. E. Pellow, Cpl. J. Hays, Br. A. Watson, Cpl. R. Lapsley, Sgt. J. I. Andrew, Sapper G. W. Dixon, Gr. C. E. French, Lt. Cpl. J. H. Witchell, Cpl. J. McCorquodale, Sapper C. F. Livesey; Gr. W. H. Woolley, Sgt. J. Crawford, Cpl. J. H. R. Hance, Sgt. R. Henderson, Gr. F. H. J. Baker, Cpl. A. J. Mackie, and Sgt. C. E. Hance.

Now that the dry season has come perhaps it would not be amiss to call the attention of the P.W.D. to the unsatisfactory state of certain roads on the higher level. The Robinson Road from the western end of the Conduit Road to the Babington Path is in a deplorably neglected state. The whole road is covered with sharp pebbles, and walking on it is simply a torture to the feet. The same remarks apply to the Lyttelton Road from Ravenshill to Edenhill. These roads, especially at this season of the year, are much used by those who take "constitutional," and if the P.W.D. will devote a little attention to the improvement of their condition the public will be obliged.

Mr. J. M. E. de Carvalho died at one o'clock on November 18. He arrived from Manila on Monday by the s.s. *Rubi*, suffering from heart failure. Dr. Justi attended him here, but there was no hope for his recovery. He was a clerk in the Hongkong and Shanghai Bank, and was some six years ago transferred by his employers to their Manila branch. Before leaving Hongkong he was a prominent member of Victoria Recreation Club, having held the swimming championship for two or three years in succession. He was also an excellent swimmer under water, a good runner and all-round athlete. The funeral took place yesterday afternoon, when his friends pulled the wagon to the cemetery. Deceased was a bachelor, but has numerous relatives at Hongkong to mourn his loss.

FAR EASTERN ITEMS.

There is still friction in the ranks of the Shanghai Volunteer Artillery. The captain who resigned, it now appears, was never properly elected.

Mr. H. B. Collins, the foreigner arrested as a spy by the Yokohama *junsu*, is now said to be a Portuguese. He returned from Port Arthur recently.

"Street accidents are of almost daily occurrence," remarks the *N.C. Daily News*, in recording a runaway pony, a damaged trap, and a broken window.

A Japanese cinematographic show has been exhibiting pictures of the Russo-Japan war to the Chinese at Tientsin. They didn't, it appears, picture the Russians as the conquering heroes.

The Chinese Government is discussing the abolition of the Governorships of Hupeh, Yunnan, and Kuangtung, the work being transferred to the Viceroys of Hunkuang, Yunkien, and the Liang Kuang, respectively.

The Tientain papers, recording the killing of a Chinese coolie by a locomotive at the railway station, appear to have found some consolation in the statement that the victim was not a man of honest reputation.

Mr. D. W. Stevens, recently appointed Japanese Adviser to the Corean Foreign Office, was entertained by the American Association of Japan early this month at Tokyo's famous Maple Club. Replying to a toast, he said he would do his best to cultivate good relationships between Japan and Corea.

Mr. G. Vigna dal Ferro, Italian Commercial Agent in China, while at Home on leave, has been engaged in a *Times* controversy with Mr. E. H. Parker, over the twenty year old question of the status of the Italian Lazarist Fathers in China. There are very few of the latter in China, but the Pope has invited Mr. dal Ferro to meet him and to converse on the matter.

One of our most esteemed contemporaries seems to think the Chinese Minister in London is a wooden ship in need of repair. It announces "The probability is that his Excellency will be recalled by next spring." Another contemporary reports that Chang Te-yi is to be supplanted (at the London Embassy) by Tso Ping-lung, an expectant Taotai, and formerly Consul in Bombay.

It is reported in Shanghai mandarin circles that the Chinese Government has consented to pay the War Indemnity in gold on the following conditions:—(1) Foreign Governments to pay two years' interest on money already paid in advance by China; (2) No interest is to be exacted for shortage on gold account due by China; and (3) Exchange on gold to be calculated according to market rate on day of payment of instalment of indemnity.

The *N.C. Daily News* thus returns to the subject of Shanghai street accidents:—Carriage accidents from bolting half-broken ponies are of almost daily occurrence now in Shanghai, there being no authority here to prevent the use of half-broken ponies, however dangerous to the public they may be. Our contemporary then suggests that the Australian lasso should be a part of the harness, and its use made compulsory. It is a rope noose which does not incommode the pony until he bolts. Then he is persuaded to stop by semi-strangulation.

The *N.C. Daily News* reports that the P. & O. S. *Chusan* took away on November 14th several well-known and popular residents of Shanghai. To the regret of his many friends, Mr. George Mobshy, C.M.G., has left Shanghai for good. Mr. and Mrs. G. R. Wingrove and Miss Wingrove have gone for a holiday at Home, and Mr. Leslie Cubitt also left for furlough. Their friends gave them a great send-off at the jetty. During Mr. Cubitt's absence Mr. Lionel E. Canning is acting as Secretary of the Shanghai General Chamber of Commerce and of the Marine Underwriters Association.

Mr. Reginald J. Farrer, in a book which he has published entitled "The Garden of Asia," expresses some disapproval with regard to Yokohama. He says: "Yokohama demands no notice except for its ugliness and the insolence with which its dwellings pollute one of the most glorious prospects on earth. The Bluff is a masterpiece of crime against the immortal Fuji-san. Yokohama is the business city. Here the consuls dispense money to the undeserving but needy, and the banks reproofs to the needy but deserving. It is full of Orientalist Europeans. It is generally hateful, crammed with gaudy and inferior 'curios' and dotted with notorious brothels. It is an excellent place to leave." This is all very smart, but quite untrue in one respect. Yokohama is a very pretty place, and its Bluff dwellings are with few exceptions) presentable.

The *N.C. Daily News* report that a serious collision occurred at Woosung on the 13th instant, between the C.M.S. steamer *Fungshun* and the M. M. mail tender *Whangpoo*. The *Fungshun* had her stem stove in; the tender had a big hole in her port side. The two boats were interlocked, but the *Fungshun* managed to push the *Whangpoo* into shoal water, where the tender soon settled down abreast the Woosung Lighthouse. During the morning, the *Fungshun* attempted to extricate herself, but the two boats were firmly interlocked and they could not be separated then, even with the aid of a tug, both boats being ashore in the shoal water. At high water the *Fungshun* was able to get clear and steamed up river to the Kin-lee-yuen Buoy, where she was to discharge cargo previous to being docked. The tender *Whangpoo* still lies in the stream opposite the Woosung Lighthouse, her bows buried in the mud and only her stern showing above water. In the confusion caused by the collision, the N.-D. L. S. *Preussen*, just arriving from Hongkong and Europe with the German mail, also went ashore on the outer bar, but got off at high tide.

A fine new building, intended for a Chinese Public School, was opened at Shanghai on the 12th inst. It is established, and to be controlled, by the Municipal Council.

TRADE ITEMS.

A business man at Shanghai has instituted a service of rubber-tyred rickshas there, which are proving very popular.

One of the oldest and most popular merchants in Japan, Mr. F. S. Goodison, the Kobe manager for Cornes and Co., is dead. He had many friends in China.

The Viceroys of Hunan and Sz-Chuen recommend that their respective capitals, Cheung Sha and Shing To, be opened as treaty ports.

German prospectors, with machinery, exploiting the diamond fields near Yuchiatsun, near Ichoufu, are said to have found "several good stones."

The Chinese lorcha *Suisun*, wrecked in a collision with the Austrian-Lloyd's steamer *Trieste* in September, was sold by auction at Shanghai on the 12th inst. for Tls. 680. A Chinese (Mr. Cha Kee) was the purchaser.

H.E. the Governor, with the advice of the Executive Council, has prohibited for a further period of six months from the 28th inst., either to be exported from the Colony, or to be carried coastwise within the Colony, arms, ammunition, gunpowder and Military and Naval stores—unless permission be obtained.

A Shanghai commission agent named James Mitchell was prosecuted by the Crown Advocate there on the 15th instant for frauds on Chinese merchants. He was arrested on the French Mail just leaving for Home. He was sentenced by the Supreme Court, after trial by jury, to six months' imprisonment.

Older residents, says the *N.C. Daily News*, will regret to hear the news of the death of Mr. Edwin Underhill Smith, who passed away on the 30th of September after a lingering illness, at Islip, New York, at the age of 56. He came to China in 1865 with his father in the ship *Sam Russell*, joined the firm of Olyphant & Co., and was universally popular from the first. He was subsequently with Russell & Co., and afterwards a partner of the late Mr. Alexander Cushny. He retired in 1896, but visited Shanghai again, his last appearance here being some two years ago. He was a good business man, a keen sportsman, a capital companion, and a good friend, and to the last he took a warm interest in Shanghai and his old friends here.

H.E. Viceroy Yuen has memorialized the Throne concerning the postponement of the proposed Government spinning and weaving factory in Tientsin. In the winter of 1902, says the Pekin official *Cassette*, Yang Chonglien was ordered to vacate his post as Salt Commissioner at Changfu and was appointed Director-General of the above mentioned factory and commanded to proceed to the Southern provinces and obtain the necessary capital for the undertaking. But owing to the increased poverty of the people and the present war, only a small portion of the necessary funds has been procurable, and it is therefore proposed to postpone the establishment till such time as peace is restored.

The *Derbyshire* took a large number of cases of Para rubber seed for the Conservator of Forests at Tenasserim. The *Derbyshire* (the boat before) took a shipment of 60 cases of seed for the Government of the Pegu District, Burmah, 7 cases for Mr. Hamilton, Ahlone Estate, Rangoon, 16 for the Conservator of Forests, Tenasserim (2nd shipment), and 32 cases for the firm of Messrs Dikeman Bros., Rangoon. The *Prinz Regent Luitpold* took away a small consignment of rubber seeds to the Negri Sembilan State, F.M.S. These seeds are from Kepitigalla—the well-known rubber estate—of which Mr. F. G. Holloway is manager. A shipment of 140 cases containing 462,000 seeds went forward by the *Princess Alice* for a private firm in Singapore—also from Kepitigalla estate. The shipment to Manila consisted of 8 cases of rubber seed and 7 cases of seeds of Ceylon produce. They were forwarded to Messrs Clarke and Co. Beside those from Kepitigalla, the rest were from the Botanical Gardens at Peradeniya—Ceylon Observer.

COMMERCIAL.

TEA.

Messrs. Welch, Lewis & Co. of Shanghai, in their Circular dated 14th November, state:—Black Teas.—Our market is unchanged since our last report. The settlements since 31st October have been 6,089 half-chests. Total settlements to date—48,458 half-chests against 50,894 half-chests last year. Green Teas.—Pinguey.—A fair demand still continues for medium quality Teas at Tls. 26-28. Country Teas.—A good business has been done in medium qualities at Tls. 23-25. Common qualities are sticking and prices are weak. Hyson.—Our market has been cleared of good quality teas, and the stock is of low quality. Foong Mees and Sou Mees.—The market for good quality Teas continues strong. Settlements since 31st October have been 15,718 half-chests. Total settlements since opening of market to date—302,698 half-chests; stock, 65,298 half-chests. Last year's figures were:—Settlements 398,160 half-chests; Stock, 22,336 half-chests. Settlements of Hyson and Young Hyson since opening of market to date:—Arrivals, 138,235 half-chests; settlements, 132,708 half-chests; stock, 5,527 half-chests.

From commencement of Season the export of Tea to Great Britain has been:—

Black, lbs.	Dust, lbs.	Green, lbs.	
Total to date, 1904	25,464,945	574,927	2,042,803
" 1903	7,552,479	—	3,611,538
" 1902	5,102,826	—	3,001,996

From commencement of Season the export of Tea to the United States and Canada has been:—

Black, lbs.	Green, lbs.	
Total to date, 1904	6,615,064	13,680,068
" 1903	5,931,509	16,479,181
" 1902	9,474,986	15,730,174

From commencement of Season the export of Tea to other European ports:—

Black, lbs.	Brick, lbs.	Green, lbs.	
Total to date, 1904	20,341,427	3,115,332	1,403,335
" 1903	2,565,434	—	1,452,403
" 1902	1,814,864	—	1,039,327

From commencement of Season the export of Black Tea direct to Russia has been:—

Total to date, 1904	854,667 lbs.
" 1903	12,388,800
" 1902	18,862,521

From commencement of Season the export of Tea to Bombay and other ports has been:—

Black, lbs.	Green, lbs.	
Total to date, 1904	76,800	573,734
" 1903	157,869	880,001
" 1902	56,221	757,820

From commencement of Season the export of Green Tea to Batoum and Novorossisk, &c., has been:—

Green,	
Total to date, 1904	4,914,931 lbs.
" 1903	11,227,733
" 1902	9,022,813

The Export of Tea to Russian Manchuria via Port Arthur, Newchwang and Tientsin has been:—

Black, lbs.	Brick, lbs.	Green, lbs.	Dust, lbs.	
1904	3,271,089	21,175,879	114,067	178,167
1903	32,431,967	29,690,401	2,022,188	10,9,333
1902	31,879,244	5,496,670	2,330,385	657,628

SUGAR.

HONGKONG, 25th Nov.—The prices are going downward, market being weak.

Shekloong, No. 1, White	\$8.30 to \$8.35 per cwt.
Do. 2, White	7.40 to 7.45
Do. 1, Brown	5.90 to 5.95
Do. 2, Brown	5.75 to 5.80
Swatow, No. 1, White	8.25 to 8.30
Do. 2, White	7.30 to 7.35
Do. 1, Brown	5.70 to 5.75
Do. 2, Brown	5.55 to 5.60
Foochow Sugar Candy	12.45 to 12.50
Shekloong	10.40 to 10.45

RICE.

HONGKONG, 25th Nov.—Large arrivals having been reported, the prices are declining.

Saigon, Ordinary	\$2.20 to \$2.25
" Round, good quality	2.25 to 2.30
" Long	2.55 to 2.60
Siam, Field mill cleaned, No. 2	2.25 to 2.30
Garden, " No. 1	2.35 to 2.40
White, "	3.75 to 3.80
Fine Cargo	4.00 to 4.05

OPIUM.

HONGKONG, 26th November.—Quotations are:—Allowance net. to 1 catty.

Malwa New	\$1100	to \$1130 per picul.
Malwa Old	\$1200	to \$1230 do.
Malwa Older	\$1250	to \$1280 do.
Malwa V. Old	\$1320	to \$1360 do.
Persian fine quality	\$870	to — do.
Persian extra fine	\$9.0	to — do.
Patna New	\$1165	to — per chest.
Benares New	\$1115	to — do.

PIECE GOODS.

Messrs. Noel, Murray & Co.'s. Piece Goods Trade Report, dated Shanghai, 17th November, states:—

Our market still continues the reverse of active, but its position seems sound enough and so far there is nothing to disturb the confidence the dealers have placed in the future. The departure and gradual approach of the Baltic Fleet does not appear to cause them the slightest concern, and although there can be no doubt that its success would be most injurious to legitimate trade, the possibility does not seem to have entered into their calculations. On the contrary their chief aim now is to devise means of forwarding supplies of goods to the North during the winter months, and it appears likely that, in spite of the exorbitant freights and charges, regular shipments will be made via Chinwangtao for Newchwang, as well as Tientsin, by rail, as owing to the military operations, Dailly will not be available. It is anticipated the goods will be forwarded to Kingchou, which is some little distance West of Newchwang, and distributed from there. It is estimated there will be fully 20,000 bales to go up, and the Natives say they are quite prepared to pay the heavy freight and transport charges which, it is said, will amount to about twenty taels a ton. The last direct steamer is leaving here on the 20th instant, the latest telegraphic advices being that the river will not close before the 26th instant. This will enable a fair proportion of the goods just arrived to be forwarded, but there is still great disappointment over the delay in coming here, which this knowledge of the certainty of an alternative route is, however, somewhat allaying. It will undoubtedly give a great impetus to the extension of Railways. The same Port will be requisitioned for the forwarding of Tientsin's supplies, though a portion may go via Tsingtao and thence by rail. It will be remembered that the Tientsin dealers some weeks back were reselling goods bought for that market to the Newchwang merchants, the consequence is they find themselves short of goods now and have to replace, so that trade with that port is also likely to be unusually brisk this winter. No confirmation has been received concerning the reported fire on a steamer from Tacoma, nor are the agents of any of the regular lines expecting a boat from thence. Nothing has been heard of the s.s. *Algoa*, so she cannot be here now before the 26th instant. It appears after all that the Pacific Mail Company are not going to accelerate the despatch of goods by that route; they did send the s.s. *Siberia* here instead of to Manila first, but we understand the s.s. *Doric* has to go direct there instead. Advices from Hankow point to no improvement in the situation, in fact there appears to be considerable trouble developing to the non fulfilment on contracts for produce, in which the compradores of some of the leading Foreign Hongs are involved. There is no demand for imports, and clearances in that direction are very poor. Piece Goods.—What fresh business has taken place on this market has been in forward contracts for next year. These are considerably curtailed owing to the firmness at the producing centres. Manchester is strong and is now busy with a good demand for India. Cotton is unchanged at 5.4d. for Mid American, while Egyptian is still unquotable—though it is reported to be 8d. amongst the natives and prices of goods made from that staple up three to four pence per piece. New York continues strong with only a moderate business doing for China at full rates. Transactions in imported yarns have not kept up to the average, the rise in Exchange exciting the cupidity of operators, as was anticipated, but so far they have not succeeded in getting prices down to any extent. The steadiness of the market has enabled some of the Local Mills to do a little business. Cotton is slightly easier.

MISCELLANEOUS IMPORTS.

HONGKONG, 18th November.—The prices ruling are as follows:—

COTTON YARN—per bale

Bombay—Nos. 10 to 20, ...	\$ 90.00 to \$128.00
English—Nos. 16 to 24, ...	114.00 to 120.00
" 22 to 24, ...	120.00 to 128.00
" 28 to 32, ...	136.00 to 142.00
" 38 to 42, ...	155.00 to 170.00

Reported sales 9,000 bales.

COTTON PIECE GOODS—per piece.

Grey Shirtings—6 lbs.	2.20 to 2.30
7 lbs.	2.35 to 2.50
8.4 lbs.	3.20 to 4.10
9 to 10 lbs.	4.10 to 5.50

COTTON PIECE GOODS—

per piece

White Shirtings—54 to 56 rd.	2.90 to 3.10
58 to 60 "	3.20 to 3.75
64 to 66 "	4.00 to 5.50
Fine	6.20 to 8.25
Book-folds	5.50 to 8.20
Victoria Lawns—12 yards	0.80 to 1.10
T-Cloths—6 lbs. (32 in.), Ord'y	2.25 to 2.50
7 lbs. (32 ")	2.75 to 3.00
6 lbs. (32 "), Mexs.	2.25 to 2.75
7 lbs. (32 ")	3.00 to 3.25
8 to 8.4 oz., (36 in.)	3.20 to 4.00
Drills, English—40 yds., 13 "	5.25 to 8.00
to 14 lbs.	

FANCY COTTONS—

Turkey Red Shirtings—11 to 8 lbs.	1.85 to 4.25
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per yard

Brocades—Dyed	0.13 to 0.15
Chintzes—Assorted	0.09 to 0.18
Velvets—Black, 22 in.	0.23 to 0.55
Velveteens—18 in.	0.23 to 0.26

per dozen

Handkerchiefs—Imitation Silk	0.60 to 1.00
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WOOLENS—

per yard

Spanish Stripes—Sundry chocks	0.70 to 2.00
German	0.60 to 1.50
Habit, Med., and Broad Cloths	1.00 to 3.50

per piece

Long Ells—Scarlet, 7-10 lbs.	7.80 to 9.25
Assorted	7.95 to 9.40

Camlets—Assorted	13.00 to 31.00
Lastings—30 yds., 31 inches	12.00 to 21.00

Assorted	
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Orleans—Plain, 31 in.	10.00 to —
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per lb.

Blankets—8 to 12 lbs.	0.60 to 1.60
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Fine quality	— to —
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METALS—

per picul

Iron—Nail Rod	4.10 to —
Square, Flat Round Bar (Eng.)	4.00 to —

Swedish Bar	4.10 to —
Small Round Rod	4.50 to —

Hoop 1/2 to 1 1/2 in.	6.30 to —
Wire, 16/25 oz.	0.50 to —

Wire Rope, Old	3.00 to —
Lead, L.B. & Co. and Hole Chop	8.80 to —

Australian	8.80 to —
Yellow Metal—Muntz	14/20 oz. 40.00 to —

Vivian's 14/20 oz. 40.00 to —

Elliot's 14/20 oz. 40.00 to —	
Composition Nails	61.00 to —

Japan Copper, Slabs	38.50 to —
Tin	84.00 to —

per box

Tin-Plates	7.50 to —
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per cwt. cases

Steel 1/2 to 1	5.90 to —
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per picul

Quicksilver	147.00 to —
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Per Prins Heinrich, sailed on 16th November. For Colombo:—1 case silverware. For Aden:—500 bags sugar, 75 rolls chinaware, 50 cases preserves. For Suez:—1 case cigars. For Genoa:—435 bales raw silk, 50 bales waste silk, 2 cases hats. For Antwerp and Hamburg:—115 cases bristles, 11 bales feathers. For Bremen:—14 cases sundries, 5 cases rattancore. For Hamburg:—9 cases chinaware, 5 cases sundries, 5 rolls matting, 2 cases cigars, 2 cases blackwoodware, 2 cases feathers, 1 bale feathers. For London:—630 rolls matting. For Hamburg and London:—30 cases essential oil. For Copenhagen:—16 bales feathers.

Per P. & O. steamer Chusan, sailed on 19th Nov., For London:—60 bales raw silk, 102 bales waste silk, 15 cases silks, 120 rolls mats and matting, 1 case cigars, 40 cases dry preserves, 50 bales waste silk (or Manchester). For Manchester:—210 bales waste silk. For Marseilles:—590 bales raw silk, 134 bales pierced cocoons, 50 bales waste silk, 200 boxes tea, 5 cases human hair, 6 cases silks. For Barcelona:—11 cases pongee. For Lyons:—350 bales raw silk.

SHARE REPORTS.

HONGKONG, 25th November, 1904.—The inactivity reported in our last has continued more or less throughout the past week, and our market closes with but little of special moment to report.

BANKS.—Hongkong and Shanghais have again been negotiated at \$705, at which rate a further enquiry exists. Loudon is unchanged at £70. Nationals are easier with sellers at \$39 $\frac{1}{2}$.

MARINE INSURANCES.—Unions have continued to advance, and are now enquired for at \$660. China Traders have been booked at \$63 $\frac{1}{2}$ and \$64, closing with small buyers at the former, and sellers at the latter rate. North Chinas have advanced in the north to Tls. 96. Yangtszes and Cantons are unchanged and without business.

FIRE INSURANCES.—Hongkongs have been fixed at \$335 and are in further request. Chinas continue firm at \$90 without attracting sellers.

SHIPPING.—Hongkong, Canton and Macaos have sold, and have further sellers at \$29 $\frac{1}{2}$. Indo-Chinas after advancing to \$130 are slightly easier with sellers at \$129. Sales at \$132, \$134 and \$133 March are also reported. China and Manilas have been booked at \$24, and Douglasses at \$34. Star Ferries and Shell Transports are quiet at last quotations.

REFINERIES.—China Sugars are firmer with sales at \$235 and \$236, and further buyers at the latter rate. Sales for March at \$244. April at \$246 and \$248 have also been effected. Luzous can be placed at \$6.

MINING.—Nothing doing: quotations without change.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have been booked at \$219, but more shares are procurable at the rate. Kowloon Wharves and New Amoy Docks close quiet at last quotation. Farnhams are wanted in the North at Tls. 120.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands are still enquired for at \$148, and Kowloon Lands at \$39. West Point are still procurable at \$6 $\frac{1}{2}$. Humphreys' Estates have been booked at \$13 (old) and \$5 (new), and more shares can be obtained. Hongkong Hotels have improved to \$140 buyers, after small sales at \$138 and \$139. Shanghai Lands have buyers locally at Tls. 118.

COTTON MILLS.—No changes or business to report.

MISCELLANEOUS.—China Borneos after sales at \$13 have declined to \$12 $\frac{1}{2}$ sellers. Dairy Farms have been booked at \$27, \$28 and \$30, market closing with probable sellers at the latter rate. Fenwicks have declined to \$46 sellers, and Green Island Cements to \$32 sellers. Steam Waterboats are easier with sellers at \$20 ex the final dividend of 7 per cent, and bonus of 5 per cent payable to-morrow. A. S. Watsons (old) are procurable at \$13 ex the interim dividend of 50 cents per share paid to-day, the new shares have been booked at \$12 $\frac{1}{2}$.

MEMS.—Green Island Cement Co., Ltd., extraordinary general meeting on the 26th instant. China Traders Insurance Co., Ltd., ordinary yearly meeting on the 6th December, transfer books closed on the 22nd instant.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	{ \$705, sales & buy. L'don, £70.
Natl. Bank of China		
A. Shares	£8	\$39 $\frac{1}{2}$, sellers
B. Shares	£8	\$39 $\frac{1}{2}$, sellers
Foun. Shares...	£1	\$10, buyers
Insurance—		
Union	\$100	\$660, buyers
China Traders	\$25	\$63 $\frac{1}{2}$, sellers
North China.....	£5	Tls. 96
Yangtsze.....	\$80	\$150
Canton.....	\$50	\$250
Hongkong Fire	\$50	\$335, sales & buy.
China Fire	\$20	\$90, buyers
Steamship Cos.—		
H., Canton and M...	£15	\$29 $\frac{1}{2}$ sales & sellers
Indo-China S. N...	£10	\$129, sellers
China and Manila...	\$50	\$24, sales
Douglas Steamship	\$50	\$34, sales
Star Ferry..... {	\$10	\$40, sellers
Shell Transport and {	\$5	\$30, sellers
Trading Co..... }	£1	24/-
Do. pref. shares.....	£10	£8. 10:-
Refineries—		
China Sugar	\$100	\$236, buyers
Luzon Sugar.....	\$100	\$8, buyers
Mining—		
Charbonnages	Frs. 250	\$490
Raubs	18/10d.	\$6, sellers
Docks, Etc.—		
H. & W. Dock	\$50	\$219, sellers
H. & K. Wharf & G...	£50	£115
New Amoy Dock ...	£6	£27
S. C. F. Boyd & Co...	Tls. 100	Tls. 180
Land and Building—		
Hongkong Land Inv.	\$100	\$148, buyers
Kowloon Land & B...	\$30	\$39
WestPoint Building	\$50	\$60, sellers
Hongkong Hotel	\$50	\$110, buyers
Humphreys Estate	\$10	\$13, sellers
Shai Land Ins. Co., Ltd.	Tls. 50	Tls. 118, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 24, buyers
International ...	Tls. 75	Tls. 20
Laou Kung Mow ...	Tls. 100	Tls. 32 $\frac{1}{2}$
Soychee	Tls. 500	Tls. 160, sellers
Hongkong	\$10	\$11 $\frac{1}{2}$, buyers
Companies—		
Alhambra Limited...	£200	\$10 $\frac{1}{2}$, buyers
Bell's Asbestos E. A...	12/6	£5 $\frac{1}{2}$
Campbell, Moore & Co.	\$10	\$40, buyers
China-Borneo Co., Ltd.	\$12	\$12 $\frac{1}{2}$, sellers
China Prov. L. & M...	\$10	\$9 $\frac{1}{2}$
Dairy Farm	\$6	\$30
Geo. Fenwick & Co.	\$25	\$46, sellers
Green Island Cement.	\$10	\$32, sellers
Hongkong Electric {	\$10	\$15, buyers
Hongkong & C. Gas....	\$5	\$9, buyers
H. H. L. Tramways...	£10	\$160, buyers
Hongkong Ice	\$100	\$300
Hongkong Rope	\$25	\$255
Hk. Steam Water- {	\$50	\$140, buyers
Boat Co., Ltd..... }	\$10	{ \$20, ex div. sel. \$20, ex div. sel.
Phippine Tobacco }	\$10	\$9 $\frac{1}{2}$, sellers
Trust Co., Ltd....		
Shanghai and Hong- {	\$5 $\frac{1}{2}$	\$50
kong Dyeing and {		
Cleaning Co., Ltd.		
S. C. Morning Post ...	\$25	\$17, buyers
Tebrau Planting Co...	\$5	\$1.75, buyers
ChinaLight & Power {	\$10	\$10, sellers
Co., Ltd..... }	\$5	\$7, sellers
Steam Laundry Co.,	\$3	\$4, sellers
United Asbestos	\$4	\$8 $\frac{1}{2}$, buyers
Do.....	\$10	\$18 $\frac{1}{2}$
Watkins, Ltd	\$10	\$9 $\frac{1}{2}$, buyers
Watson & Co., A. S. {	\$10	\$13, ex div.
William Powell, Ltd....	\$10	\$12, sales & sellers
	\$10	\$11, sellers

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending 17th November, 1904, states:—The feature of the market during the past week have been a steady though quiet rise in Farnhams, and a fall in Langkats, due to the declaration of a Tls. 5 dividend for the quarter, where Tls. 10 as usual has been confidently expected. With transactions at Tls. 342 $\frac{1}{2}$ and Tls. 345 March in anticipation of the dividend, considerable sales of shares took place at Tls. 327 $\frac{1}{2}$ for March. The cash rate has fallen from 324 to 297 $\frac{1}{2}$. The T.T. rate on London to-day is 2s. 7 $\frac{1}{2}$ d. Banks.—Hongkong and Shanghai Banks.—There are buyers in the South at \$700. Marine and

Fire Insurance.—The only business reported is in North-Chinas at Tls. 85 and Tls. 90 cash, and Yangtszes at \$150. Shipping.—Indo-China shares have been steady during the week, opening with sales at Tls. 93, Tls. 93; December, and Tls. 94; March. On the 11th, the market was slightly easier with sales at Tls. 92 and Tls. 93 December. 14th, shares were placed at 92 December. 15th at 92 for November, 93 December and 94; March. 18th, at 94; March. At closing the market is fairly steady with quotations at 93 December and buyers at 94; March. Shell Transport and Trading Co. Shares have been sold at £1 3s. Docks and Wharves.—S. C. Farnham, Boyd & Co., Ltd.—A considerable business has been done in this stock. The market opened on the 10th with sales at Tls. 184; and Tls. 185 December, 186, 186 $\frac{1}{2}$ January, and 188 March. On the 11th cash shares were placed at 181 $\frac{1}{2}$, and 185 and 184 December, 188 188 $\frac{1}{2}$ and 189 March. 12th at 183 December, 188 and 185 January and 188 $\frac{1}{2}$ March. 14th at 180 cash, 183 and 184 December and 185 January. 15th at 180 and 181 cash, 184 and 185 December, 16th at 186, 188 and 187 $\frac{1}{2}$ December, 188 and 187 $\frac{1}{2}$ January. The market closes with shares offering at 187 December. Shanghai and Hongkew Wharves. For December old shares at Tls. 142 and new at 140 have been placed and for March at Tls. 145 old and 142 $\frac{1}{2}$ c.n.i. Market quiet. Sugar Cos.—No business reported. Mining.—Weihaiwei Golds have been placed at \$25 December, 26, 26 $\frac{1}{2}$, 25 $\frac{1}{2}$ and 28 December. The market closes quiet with sellers at 27th December. Lands.—Shanghai Lands have been placed at Tls. 119 and 120, and again at Tls. 119, and to-day at Tls. 118. Industrial.—China Flours have been placed at Tls. 72, and are wanted at Tls. 73. Shanghai Paper and Pulps have been placed at Tls. 165, 168 $\frac{1}{2}$, 170 December and 172 $\frac{1}{2}$ January. Gas shares have been placed at Tls. 105 cash. Langkats. The market opened on the 10th with sales at 320 cash, 321 $\frac{1}{2}$, 322 $\frac{1}{2}$ November, 325, 327 $\frac{1}{2}$ December, 340 March. 11th, at 327 $\frac{1}{2}$ and 329 December, 325 and 324 $\frac{1}{2}$ November, 342 $\frac{1}{2}$ and 345 March. On the 12th, at 324 cash, 322 $\frac{1}{2}$ January, 344 March. 14th, at 320 and 322 $\frac{1}{2}$ cash, 327 $\frac{1}{2}$ and 325 December, 332 $\frac{1}{2}$ January, and 335 March. 15th, the market opened at the extraordinary figure of 327 $\frac{1}{2}$ March, resulting in sales for December, at 320 and 318 $\frac{1}{2}$ and for cash at 315. On the 16th the news regarding the dividend mentioned above was published, which explained to the uninitiated the reason of the above fall, and shares were placed at 305 November, 307 $\frac{1}{2}$ and 308 $\frac{1}{2}$ December, and 320 March. At closing the market is much weaker and 297 $\frac{1}{2}$ has been accepted for November shares. December shares could be procured at Tls. 300. Sumatras have been placed at Tls. 66. Stores and Hotels.—Weeks & Co have been placed at \$20. Hall & Holtz at \$31 and \$30. Astor House shares at \$29 for cash and 30 $\frac{1}{2}$ March. Miscellaneous.—The only business reported is in Telephones at Tls. 65. Loans and Debentures.—Shanghai Gas 6 per cent Debentures have been placed at Tls. 94. Shanghai Municipal 6 per cent Debentures. A transaction is reported at Tls. 100.

EXCHANGE.
FRIDAY, 26th November.

ON LONDON.—	
Telegraphic Transfer	1/10 $\frac{1}{2}$
Bank Bills, on demand	1/10 $\frac{1}{2}$
Bank Bills, at 30 days' sight	1/10 $\frac{1}{2}$
Bank Bills, at 4 months' sight	1/10 $\frac{1}{2}$
Credits, at 4 months' sight	1/11
Documentary Bills, 4 months' sight	1/ 1 $\frac{1}{2}$
ON PARIS.—	
Bank Bills, on demand	237 $\frac{1}{2}$
Credits 4 months' sight	241
ON GERMANY.—	
On demand	192 $\frac{1}{2}$
ON NEW YORK.—	
Bank Bills, on demand	46
Credits, 60 days' sight	46 $\frac{1}{2}$
ON BOMBAY.—	
Telegraphic Transfer	140 $\frac{1}{2}$
Bank, on demand	140 $\frac{1}{2}$
ON CALCUTTA.—	
Telegraphic Transfer	140 $\frac{1}{2}$
Bank, on demand	140 $\frac{1}{2}$
ON SHANGHAI.—	
Bank, at sight	71 $\frac{1}{2}$
Private, 30 days' sight	72 $\frac{1}{2}$
ON YOKOHAMA.—	
On demand	92 $\frac{1}{2}$
ON MANILA.—	
On demand	91
ON SINGAPORE.—	
On demand	3 $\frac{1}{2}$ p.c. p.m.
ON BATAVIA.—	
On demand	13 $\frac{1}{2}$
ON HAIPHONG.—	
On demand	1 $\frac{1}{2}$ p.c. p.m.
ON SAIGON.—	
On demand	1 p.c. p.m.
ON BANGKOK.—	
On demand	61 $\frac{1}{2}$
SOVEREIGNS, Bank's Buying Rate	\$10.50
GOLD LEAF, 100 fine, per tael	\$55.50
GAR	

November 28, 1894.]

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

November— ARRIVALS.

17. Needles, British str., from Pusoeroeran.
 18. Avoca, British transport, from Colombo.
 18. Hongmoh, British str., from Singapore.
 19. Ikbal, British str., from Durban.
 18. Kaifong, British str., from Cebu.
 18. Tean, British str., from Manila.
 19. Breiz Huel, French str., from New York.
 19. Kwanglee, Chinese str., from Shanghai.
 19. Kwongrang, British str., from Shanghai.
 19. Ningchow, British str., from Liverpool.
 19. Nubia, British str., from Bombay.
 19. Rajaburi, German str., from Bangkok.
 19. Triumph, German str., from east Ports.
 19. Wosang, British str., from Hongkow.
 20. Auchenarden, British str., from K'uo-tzu.
 20. Chihli, British str., from Tientsin.
 20. Giang Bee, British str., from Samarang.
 20. Hailan, French str., from Pakhoi.
 20. Kaisow, British str., from Foochow.
 20. Sameen, German str., from Bangkok.
 20. Stettin, British str., from Singapo're.
 20. Whampoa, British str., from Shanghai.
 21. Angbin, German str., from Bangkok.
 21. Changsha, British str., from Syuey.
 21. China, Amer. str., from San Francisco.
 21. Eastern, British str., from Australia.
 21. Gisela, Austrian str., from Singapore.
 21. Hongkong, French str., from Haiphong.
 21. Jason, British str., from Shanghai.
 21. P. R. Luitpold, Ger. str., from Yokohama.
 21. J. Diederichsen, Ger. str., from Haiphong.
 21. Prinz Sigismund, Ger. str., from Sydney.
 22. Agamemnon, British str., from Shanghai.
 22. Benalder, British str., from Shanghai.
 22. C. Diederichsen, Ger. str., from Haiphong.
 22. Empress of Japan, Brit. str., from Vancouver.
 22. Hailoong, British str., from Swatow.
 22. Orange, Norwegian str., from Bangkok.
 22. Prince Robert, Nor. 4-m. bk., from N. York.
 22. Sungkian, British str., from Manila.
 22. Supply, U.S. transport, from Shanghai.
 22. Zafiro, British str., from Manila.
 23. Germania, German str., from Kiel.
 23. Haiping, British str., from Haiphong.
 23. Kennebec, British str., from Japan.
 23. M. Struve, German str., from Tamsui.
 23. Namsang, British str., from Calcutta.
 23. P. E. Friedrich, Ger. str., from Bremen.
 23. Tungchow, British str., from Shanghai.
 23. Tweed, British gunboat, from Shanghai.
 23. Vestal, British sloop, from Shanghai.
 23. Yatshing, British str., from Krakstan.
 24. Clam, British str., from Balik Papan.
 24. Kwanglee, Chinese str., from Canton.
 25. Haitan, British str., from Coast Ports.
 25. Kwongsang, British str., from Canton.
 25. Pitsanulok, German str., from Bangkok.
 25. Suisang, British str., from Samarang.
 25. Taming, British str., from Manila.
 25. Tungchow, British str., from Canton.

November— DEPARTURES.

18. Devawongse, German str., for Bangkok.
 18. Haimun, British str., for Swatow.
 18. Iongsang, British str., for Manila.
 18. Meefoo, Chinese str., for Shanghai.
 18. Taiwan, British str., for Shanghai.
 18. Wongkoi, German str., for Bangkok.
 19. Chusan, British str., for Europe.
 19. Fausang, British str., for Singapore.
 19. Mongolia, American str., for Shanghai.
 19. Rainbow, U. S. cruiser, for Manila.
 19. Rubi, British str., for Manila.
 19. Shantung, German str., for Singapore.
 19. Tyr, Norwegian str., for Hongkow.
 20. Apenrade, German str., for Haiphong.
 20. Chowfe, German str., for Bangkok.
 20. Chowtai, German str., for Bangkok.
 20. Fribjof, Norwegian str., for Tamsui.
 20. Hailoong, British str., for Swatow.
 20. Kaisow, British str., for London.
 20. Kwanglee, Chinese str., for Canton.
 20. Kwongsang, British str., for Canton.
 20. Taksang, British str., for Shanghai.
 21. Chingwo, British str., for Java.
 21. Hongmoh, British str., for Amoy.
 21. Nubia, British str., for Shanghai.
 22. An Pho, British str., for Swatow.
 22. Arabia, British str., for Portland.
 22. Benalder, British str., for Kobsichang.
 22. Carl Mensell, German str., for Tourane.
 22. Catherine Apcar, British str., for Calcutta.
 22. Chiynen, Chinese str., for Shanghai.
 22. Choyssang, British str., for Shanghai.

22. Foochow, British str., for Shanghai.
 22. Hailan, French str., for Huihow.
 22. Jason, British str., for London.
 22. Lothian, British str., for Durban.
 22. Whampoa, British str., for Canton.
 23. Agamemnon, British str., for London.
 23. Auchenarden, British str., for K'chinotzu.
 23. Eastern, British str., for Shanghai.
 23. Kaifong, British str., for Cebu.
 23. Kowloon, British str., for Chinkiang.
 23. Loosok, German str., for Bangkok.
 23. Nanshan, British str., for Yokohama.
 23. Ningchow, British str., for Shanghai.
 23. Prinz Sigismund, German str., for Kobe.
 23. P. R. Luitpold, German str., for Europe.
 23. Stettin, British str., for Foochow.
 23. Tingsang, British str., for Swatow.
 23. Triumph, German str., for Coast Ports.
 24. Changsha, British str., for Kobe.
 24. Chihli, British str., for Swatow.
 24. Gisela, Austrian str., for Yokohama.
 24. Hailoong, British str., for Tamsui.
 24. Hongkong, French str., for Haiphong.
 24. J. Diederichsen, Ger. str., for Haiphong.
 24. Mansang, British str., for Saadakan.
 24. Needles, British str., for Samarang.
 24. P. E. Friedrich, Ger. str., for Shanghai.
 24. St. Egbert, British str., for Calcutta.
 24. Zafiro, British str., for Manila.
 25. Angbin, German str., for Bangkok.
 25. Helena, U.S. gunboat, for practice.
 25. Kennebec, British str., for New York.
 25. Rajaburi, German str., for Pakhoi.

PASSENGER LIST.

ARRIVED.

Per *Chusan*, from Shanghai, for Hongkong. Messrs. E. Sillars and T. H. Darlon, Mr. and Mrs. G. C. C. Master, Messrs. A. G. Wood, T. W. Mitchell, C. W. Smith, H. Mandl, and A. Mason, and Count Montague; for Singapore, Mrs. E. Ezra and infant; for Bombay, Mr. T. Loch Trevor; for Marseilles, Mr. L. J. Cubitt, Mr. and Mrs. G. R. Wingrove, Miss Vera Wingrove, Capt. and Mrs. Condamy, Messrs. W. J. Grigorieff, J. Antonio, and Alberto de Carvalho; for London, Mr. T. Currie, Misses M. Currie and L. Currie, Messrs. G. Mobsby and W. Hill; from Kobe, for Penang, Mr. and Mrs. Stephenson; from Yokohama, for Brindisi, Mr. and Mrs. C. D. Clark, Mr. J. K. Speed, and Miss M. Shimp.

Per *Nubia*, for Hongkong, from London, Mr. and Mrs. Dancker, Dr. Churchill, Mrs. G. Llett, Messrs. Highman and Harman, Miss Jacobs, Miss Alloway, Mrs. Hassan, Lieut. Barmorman, Miss Fairall, Lieut. Newdigate, Messrs. Lewington and Thomas, Lieut. Furlong, Rev. Scholes, Mr. J. Scott, Capt. Whitehead, Mr. J. E. Morrell, Mr. and Mrs. Balfour, and Dr. F. Muller; from Bombay, Messrs. Kawabata and Soklotwater; from Colombo, Mr. Lawson; from Singapore, Messrs. Stebbing and Brugama, Drs. McDonald and Chalmers; for Foochow, from London, Miss Chambers; for Shanghai, from London, Mrs. Riche, Mr. and Mrs. Leach, Mr. and Mrs. Thomas and infant, Mr. P. J. King, Revs. Castle, Johnson, Webster, and Denham, Messrs. J. Richards Ross, and C. E. Gage, Misses Cousins and Drew, Messrs. Grant, Smyth, Thompson, and Boothby; from Brindisi, Mr. Terbold; from Colombo, Mr. Rettheims; from Bombay, Mr. Tata; from Penang, Messrs. Samwell, Avery, Hunt, and Clarkson; from Singapore, Mr. and Mrs. Brinkworth and infant, Dr. Bupert, Miss Poulsen, Lieut. Secretan, Messrs. Khan and Castelbo; for Yokohama, from London, Mr. Stuttebury.

Per *China*, from San Francisco, &c., Mrs. M. C. Mayers, Mrs. von Pilsack, Dr. J. Beachbeard, Messrs. John Bridges, Fred. Bues, John Buchman, Comdr. C. G. Calkins, U.S.N., and Sargeant, U.S.N., Rev. R. T. Capen, Mrs. J. W. Cushing, Messrs. N. de la Fonlette, J. W. Fisher, F. H. Gonlette, Rev. and Mrs. J. H. Griffin, Miss A. Hoag, Mrs. N. N. Kerr, Miss B. Kuhlin, Messrs. F. T. Lawton, Claude Lindsay, Albert Lash, J. H. Mangels, Rev. and Mrs. C. L. Maxfield and child, Mr. and Mrs. L. D. Miner, Mr. and Mrs. A. Moyer, Messrs. Wm. Jones, W. E. Erdman, W. W. Bordman, Misses M. Thomas and M. Knox, Rev. H. H. Munger, Mr. and Mrs. W. F. Pack, Messrs. Glenn, W. Park, John J. Pleger, Chas. E. Putnam, Findlay Smith, S. W. Taylor, C. Thomas, Geo. Vogt, Mrs. G. Learned, Capt. and Mrs. J. J. Hornbrook, U.S.A., Miss Genevieve Hornbrook, Lieuts. E. S. Hartshorn, R. C.

Kirkland, H. W. Gregg, S. C. Leisure, Capt. E. W. Clark, U.S.A., Mr. and Mrs. E. W. Powell, Mr. J. S. Rawlins, Mrs. F. H. Wessel, Misses A. Brown, M. Brown, M. L. Brown, E. Brown, and C. Brown, Mrs. F. L. Guild, Mr. and Mrs. C. H. Howland, Mr. A. Kaiser, Mr. and Mrs. J. P. Starks, Mr. and Mrs. H. A. Belden, Messrs. J. Maire, M. Stone, D. Dorabjee, J. H. Tittimer, F. Machado, W. Thompson, Vice-Consul and Mrs. J. J. Leiria, Mrs. Smith, Mrs. Morrison, Mr. E. Dunbar, Mr. and Mrs. J. M. Stoll, Miss Louise Stall, Mrs. W. Boyer, Mr. and Mrs. P. Dumie.

Per *P. R. Luitpold* for Hongkong, from Yokohama, Messrs. Oppenheimer, Bourne, Teijner, and Dr. v. Stors; from Kobe, Messrs. T. Esrom and von Varchmin, Mrs. Thompson and child, Messrs. O. and H. Spieler; from Shanghai, Mr. and Mrs. C. Danenberg, Mr. and Mrs. J. Plaisant, Messrs. Plaisant, D. H. Cooper, G. L. Lee, H. A. Craig, A. Moller, and Chaffangon, Mr. and Mrs. J. R. Michael, Messrs. T. T. Michael and J. Forst, Miss Pereira, Mr. and two Misses Graça, Messrs. Quillon, Wm. Hoffmann, and Gen'n, Mrs. F. J. N. Almeida and children, Mr. F. Schramek, Mrs. L. Slafkin, Mrs. Taylor, Mr. Paul Seunt, and Miss Jorge; for Singapore, from Kobe, Messrs. S. Oyama, Y. Oyama, and Nagano; from Shanghai, Mrs. Mills and children, two Misses Smith, Mrs. Geo. Peace and children, and Mr. H. C. Hudson; for Colombo, from Yokohama, Mr. Peter Joss; from Kobe, Mr. J. Bundali; for Naples, from Shanghai, Baron Wald; for Genoa, from Yokohama, Mr. Acciari Alexander; from Kobe, Mr. and Mrs. M. Donohoe, Messrs. B. Runge, D. Andolcetti, E. d'Ottone, T. Parodi, Olivari Arturo, Bagnasco C. Guberti Ciro, Rolla Dario, Lebole Luigi, Bourbara Vinc, Bertirotti Angelo, Ursino Domenico, Rovere Giacomo, Lagus Federico, Perrone Salvatore, di Prisco Ludovico, Chichizola Gurs, Berroiti Sebastiano, Serpe Nicola, Carrara Fram, Carlo Lor, Poggi Giacomo, Amato Natale, Bordone G' Batta, and Terracci Giuseppe; from Shanghai, Mr. and Mrs. Lisfranc, Mr. Alex. Campbell, Dr. Lasswitz, Messrs. Franz Dorffel and B. Kitum; for Gibraltar, from Shanghai, Messrs. Jose Maria Franco, Ant. Gomez; for Bremen, from Shanghai, Messrs. Niemann and G. Martiny, Miss Kiri Kiwa; for London, from Yokohama, Capt. H. Despard; from Shanghai, Mr. L. Fraser.

DEPARTED.

Per *Chusan*, from Hongkong, for Singapore, Miss E. E. Stubbs; for Colombo, Mr. J. G. Cruikshank and Miss Rhodesia; for Bombay, Rev. and Mrs. E. F. Frease, and Mr. Masood Ahmed; for Brindisi, Mr. Hugh White, Dr. and Mrs. Weir, Miss E. B. Alden, and Mr. Elmore Lowell; for Marseilles, Mr. and Mrs. Bunbury; for London, Mrs. James and Mr. Geo. Razavet; from Kobe, for Penang, Mr. and Mrs. Stephenso; from Shanghai, for Singapore, Mrs. E. Ezra and infant; for Bombay, Mr. T. Loch Trevor; for Marseilles, Messrs. L. J. Cubitt and G. R. Wingrove, Mrs. Wingrove, Miss Vera Wingrove, Capt. and Mrs. Coudamy, Messrs. W. J. Grigorieff, Joaquin Antonio, and Alberto de Carvalho; for London, Mr. T. Currie, Misses M. Currie and L. Currie, Messrs. G. Mobsby and W. Hill.

Per *P. R. Luitpold*, for Bremen, Mr. D. Andolcetti, Capt. Barrett, Mr. Bradberry, Capt. A. A. Branco, Capt. Robt. Bryce, Messrs. J. Bandali, H. L. Bell, Alex. Campbell, C. W. H. Cochrane, Louis Comar, Miss Comar, Capt. H. F. R. Despard, Messrs. Franz Dorffel, A. Domenico, Mr. and Mrs. M. H. Donohoe, Messrs. Robt. G. Dieck, D. Evangelista, Jose Maria Francho, L. Fraser, T. R. Hubback, Peter Joss, Miss Kiri Kiwa, Capt. Kroencke, Mr. W. Klein, Dr. Lasswitz, Mr. V. D. Li, Mr. and Mrs. Lisfranc, Mr. G. Martiny, Mrs. Mills and children, Messrs. Niemann, E. d'Ottone, S. B. Niemann, S. B. Patterson, T. Parodi, Mr. and Mrs. T. D. Parsons, Mrs. Geo. Peace and children, Messrs. D. Y. Perkins, H. Perrett, Mr. and Mrs. Wm. S. Powell, Messrs. J. S. Rawlings, Jr., Robt. B. Rees, D. Ritchie, B. Runge, Gustav Schwert, Misses Smith (2), Mr. Alex. Stronach, Capt. and Mrs. H. L. Talbot, Messrs. A. Tommaso, H. S. Vaughan, M. H. Whitley, Wyatt, Baron Wald, Mrs. Joseph B. Wilkinson.

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